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Hongkong, 12th February, 1909.

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inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.
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P. O. Box., 34. Telephone No. 12.

Hongkong, March 2nd 1909.

WE announce in another column the fact that twenty-six opium divans were closed in Hongkong yesterday in accordance with an arrangment made some time ago by the Government with the Opium Farmer. It is ten months since the Secretary of State for the Colonies communicated to the Governor by telegram the decision of His Majesty's Government that steps must be immediately taken to close the so-called opium dens in the Colony as the Government felt that they must act up to the standard set in this matter by the Chinese Government. The disorganisation of the finances of the Colony which such action would entail naturally aroused strong opposition in the Colony. From statements made in the House of Commons we know that in the interval His Excellency the Governor has represented to the Government the difficulties in the way of any immediate compliance with the instructions received, and mention has been made in Parliament also of certain recommendations on the subject by the Governor which have apparently been engaging the attention of the Colonial Office for months jast. What those recommendations are have not yet been disclosed, nor is it necessary to conclude from the fact that twenty-six divans were closed yesterday that the Governor's recommendations have been rejected, for, as we have said. the arrangement which came into force yesterday appears to have concluded everal mentle ago. The closing

twenty-six divans in the Colony, out a total exceeding two hundred, cannot materially affect the value of the Opium Farmer's monopoly, and it will occasion no surprise to learn that whatever claim the Farmer might have considered himself justified in preferring in the matter was waived and that the negotiations were conducted in a perfectly conciliatory manner, Wuat business has hitherto been done by the twenty-six houses which are now closed will no doubt be distributed among the remaining houses, and the only people to suffer are the persons who have been thus deprived of their occupations, andunless the premises are let for other purposes -the Colonial Treasury which will suffer a small loss in revenue from taxation. I Shanghai, Amoy and other places arrangements have been made for closing in quarterly batches the whole of the divans within the jurisdiction the respective municipal councils, but so far as we are able to learn the future. course of action in Hongkong has not yet been settled. The contract with the Opium Farmer has another twelve months to run. and whatever decison is taken in the meantime is not, we surmise, likely to come into operation until the 1st of March 1910. Now that the Opium Commission at Shanghai has practically concluded its deliberations we may not have long to wait for the Imperial Jovernment's decision upon the recommendations sent Home by His matter. Medical men were summoned and Mr. Excellency the Governor. Though their nature has not been made public we may be quite sure that the object of them all is to avoid any violent dislocation of the Colony's finances, and when at the end of February next the present opium contract expires, it can hardly be contemplated that the business will entirely cease. No better plin of dealing with this difficult question has been suggested than that formulated last year the local Committee of the China Association. Their suggestion was that the divans should not be interfered with during the period of the present firm, but that the number of chests drawable should be reduced from 1,800 to 1,200 per annum, and that in the new contract to be made in 1910 the number should be reduced to 900 chests. until 1913 when a scheme of annual reduction should be adopted, the details depend. ing upon the progress of Chica's efforts to eradicate poppy cultivation. The advantage of this plan of gradual reduction is that any violent dislocation of the Colony's finances is avoided, and it should appeal to the most ardeut advocate of the suppression of opium as a plan better calculated to achieve that purpose than the annual compulsory closing of a certain percentage of the houses which would not necessarily result in a corresponding decrease in the quantity of opium

Another case of plague at Kowloon City was notified yesterday.

For the first time in many months the stocks were utilised again yesterday. A native who appeared before Mr. J. H. Kemp at the Magistracy on a charge of returning from banishment was sentenced to six months

imprisonment and three hours' stocks.

February, 1909 shows that of non-Chinese there were 459 to the Library and 205 to the Museum and of Chinese 230 to the former and 2,625 to the latter. The Library was, therefore, used by 689 persons and the Museum by 2,830.

The return of the number of cases of communicable disease in the Colony during the week ended the 27th ult. shows 4 cases of plague (3 fatal). 1 fatal case of diphtheria (Chinese), 2 cases of enteric fever, not fatal, and 3 imported cases of small pox, the patients being Indians. Al', excepting the case of diphtheria, occurred in districts other than the City of Victoria.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge. with thanks, the following donations to the

funds of the Hospitals:---R.G.O. Passage Money Fund A. Ross & Co.... Douglas S.S. Co. Ltd. ... Gibb. Livingston & Co. Gilman & Co. ... Sperry Flour Co. Brewer & Co. ... Mr. L. Gibbs ...

Mr. Rufus Hildreth Thayer, the Judge of the U.S. Court for China, accompanied by Mrs. Thayer, arrived at Shanghai last week by the T.K.K.S. Chiyo Maru. He was met by Mr. C.A. Denby, U. S. Consul-General, Mr. W. R. Dorsey. | Chinese Delegation for consideration. Of the Deputy Consul-General, and Mr. A. Bassett, District-Attorney. A large gathering of Americans, including Mr. Murray Warner, President, and the Committee of the American Association, assembled upon the jetty to meet the new Judge. It is understood that the American Association is planning some kind of entertainment to the new Judge, but the final arrangements were not made until it was known mission. whether he was accompanied by Mrs. Thayer For the present Mr. and Mrs. Thayer will stay at the Palace Hotel.

The marriage which was to have taken place TELEGRAMS. yesterday between Mr. G. G. S. Forsyth, of the Hongkong and Shanghai Bank, and Miss M E. Moir, of the Government Hospitals, was unavoidably postponed through the regrettable

indisposition of the bride.

A seaman on the s.s. Kaifong was charged before Mr. J. R. Wood at the Magistracy yesterday with being in unlawful possession of eleven taels of opium, and with being on board the steamer without permission. On the first charge he was fined \$25", and on the second \$10. In another case before the same magistrate the cook of the steamer Manila was arraigned on a charge of having secreted 249 taels of opium in the store room. He pleaded not guilty and the case was remanded, defendant the battleship flect should be kept in being admitted to bail in the sum of \$200.

A case came before Commander Basil R H, Taylor, R.N., at the Marine Magistrate's Court yesterday in which Mr. E. V. Monk, of Messrs. Butterfield and Swire, proceeded against Captain Roza of the Portuguese steamer Sui Cheong for lying alongside the east side of the Kin Hing wharf, and overlapping the wharf by 60 to 70 feet, in such a manner as to prevent the free access of the British steamer Sanui, to the Yun On wharf. Prosecutor informed the Court that he, personally, knew nothing about the matter, and the defendant was discharged.

A painful tragedy was brought to light last week at thanghai when a Chinese servant discovered his master-Mr. Friedrich Wilhelm Hoffman-lying in his room in an unconscious condition with a severe wound in his head and a revolver lying near by on the floor. The "boy" who made the discovery reported the Hoffman's injuries were attended to at his residence, where he remained in a critical condition all day. Mr. Hoffman, who is of middle age, was formerly a Captain in the German army. and for some time was an instructor in the Chinese army. Later he joined Messrs. Arnhold, Karberg and Co., and had charge of the Arms Department, but since last year he has been carrying on business at No. 18 Kiangse Road under the style of F. W. Hoffman and Co.

GAMBLING AT THE RACES.

Private Robinson of "E" Co., The Buffs, again appeared before Mr. J. H. Kemp at the on the race course, and of causing disorderly behaviour. The defendant, it appears, introduced the game of crown and anchor during the races, a game in which the chances heavily favoured the promoter, and which caused much discontent among the Chinese who were persuaded to try their luck. The police warned a number of the Buffs when they started this game, but eventually found it necessary to take action in order to prevent its introduction at similar gatherings. After hearing the evidence his Worship took into consideration defendant's demeanour and his previous good character. He imposed a fine of \$10, and ordered that the \$14 seized should be confiscated.

SANITARY BOARD.

At the usual fortnightly meeting to be held this afternoon a letter from the Government relative to the disciplinary measures in the Sanitary Department will be read, and the question of erecting a new slaughterhouse at Shaukiwan will be discussed. The subject of exhumstion of bodies will again engage the attention of the Board, and the question of appointing a select committee to deal with such applications will be considered.

HONGKONG OPIUM DIVANS (LOSED.

Yesterday twenty-six of the opium divans in The return of visitors to the City Hall Library Hongkong were closed. This is no new and Museum for the week ending the 28th measure but merely the arrangement arrived at last year between the Hongkong Government and the Opium Farmer coming into effect Consequent on the order issued by the Imperial Government last year, which caused so much consternation locally, the Colonial the instructions received and negotiations were opened with the Opium Farmer which ended in a compromise being made, the agreement to close 26 houses during this year. When the Opium Farmer's contract expires on the 28th February next the whole question will probably be considered afresh.

BANDMANN COMEDY CO.

The Bandmann Comedy Co. had another successful evening at the City Hall last night when the amusing farce "What happened to Jones" was staged. With Mr. Charles Vane in the title role, and with Miss Florence Hamer. as Mrs. Goodly (Ebenezer's wife) the play went without a hitch until the curtain dropped to satisfactory conclusion.

THE OPIUM OMMISSION.

The thirteenth Session of the Commission opened at 10.30 a.m. on the 25th ult. Four Resolutions were submitted by one was withdrawn, Mr. Tang Kuo-an pressing himself satisfied with a sympath statement made in connexion there with by /v Chief Commissioner for Great Britain Right Honourable Sir Cecil Clementi whose remarks elicited the encomiums Chief Commissioner for Japan. The ing Resolutions were accepted Commission after amendments at the of the French and American Delega-

All the Resolutions adopted we DOZ. Committee for revision, and werk, ed for final acceptance by the College whole on the 26th ult.

1434

This completed the real business & of

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

THE U.S. NAVAL BILL.

London, February 28th.

The Senate Committee at Washington has eliminated the amendment to the Na val Bill which provided that should be put before your readers. at the discretion of the President half the waters of the Pacific if practicable.

President Roosevelt opposed the amendment on the ground that the dividend, although only a nominal division of the battleships weakened the force, and illustrated his point by reference to the experience of Russia in the war with Japan.

THE BALKANS.

LONDON, February 28th.

A Belgrade telegram states that on the news being published yesterday that Russia was joining the Powers who are intervening in the dispute, excitement became intense and bitterest resentment is being pressed. The leaders in all the newspapers condemn Russia's action.

LONDON, March 1st.

The Russian Government in a communication to Servia declares that in view of the political situation Servia is of vital interest. The Russian Government, the communication states, is in a position to know that the territorial aspirations of Servia find neither support nor sym-Magistracy yesterday on the charge of gambling | pathy among the Powers and might lead to war with Austria.

> THE SWADESHI MOVEMENT IN BENGAL.

AN INTERESTING INSUBANCE QUESTION. Really we shall all have to go to Bengal for onlightenment on political and economic ques-tions, says the Times of India. "Recently we had to call the attention of the Bengal patriots to the fact that their one Swadeshi cotton mili was apparently issured in English Offices, and suggested that this was an outrage against the loving boycott for which someone should be made to hang. Now we have the explanation. Bengal Swadeshists do not insure in Bengal Insurance Companies, because—we have the authority of the Indian Prakash for it-they do not wish the losses to fall on Swadeshi Companies. There's the practical Bengali for you. Pay premia to a Swadeshi Insurance Company? Not a bit of it, for upon that Company would fall any loss, so that all premia must go to the rival across the street. Can we wonder, after this, that Bengal is the one Province in India where the Swadeshi movement has been absolutely sterile?"

THE ROMANCE OF INSECT LIFE

Mr. F. Martin Duncan in a Lecture at the London Institution on "The Romance of Insect Life" said that insect life teemed with romance of a wonderful character. Bees had a great deal of character, inasmuch they had their likes and dislikes. They had a great repugnance for artificial scents strongly objected to vivid colours worn human beings. They imagined, when they saw a vivid mass of colour coming towards them. that it was a resplendent flower, and when they found it was a piece of cloth with no pollen they became disgusted. They were very intolerant of any foreign substance being placed in front of the opening of the hive, though they would permit certain insects, such as the death's-head hawk-moth, to enter it. The bee only used its sting as a means of defence and never as a weapon for capturing its prey, like the wasp. Government took steps towards giving effect to One spring morning he was surpised to see what looked like one of the round flower-buds of the orchid fall upon the back of a bee. bee kicked, and he found that it was really a spider, which in its markings and colouring represented an unopened flowerbud orchid-a remarkable piece of mimicry. spider sucked the honey from the bee and dropped it on the ground. Later in the season they would find many of the oaktrees nearly stripped of their foliage. He warned children not to choose for their afternoon stesta an oak tree with its foliage a good deal bitten. Should they fall asleep under its shade and make musical sounds, some of the inhabitants of the tree had a habit of letting themselves down on the end of a silken thread to see where the noise came from. These insects were known as looped caterpillars. Caterpillars of the lobster moth were very quarrelsome, and when they met on a a question how far this has affected the capital fund of cricket stories. bough, a great pow-wow stock place. They expenditure. waived their arms, and neither would make room for the other to pass. They then started biting each other's slender legs off, and the insect with the quickest-acting jaws got the best of it. The weelly bear caterpillar had to be handled with care. If it was handled too roughly, the long. delicate grey hairs on its body broke off and caused an irritating rash on the hands. These hairs were useful in preventing the insect from one, but he had such a tickling and itching inside that he would never swallow another. thadian moth gained protection from

being devoured. A young toad might swallow object. The present fere is 4 sen (roughly a derful resemblance to the face of an owl with reat eye-monkings, while the purple emperor rfly found safety in its colour. A more passenger is reduced to 31 sen. As to the kable instance of protective mimicry was average distance travelled by each passenger e of one butterfly pretending to be another. was very distasteful to birds. Locusts there are reliable statistics, but from personal y of mimicking sticks and fallen leaves. ever and malaria were carried from one

nother by the gnat or the mosquito. lady gnat who did the damage; the was a vegetarian. It was through ng that these gnate spent the early eir lives in water that we were able he disease and gradually stamp it out.

CORRESPONDENCE.

THE TOKYO TRAMWAYS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

Six,-Your Tokyo correspondent, under date of J anuary 2nd, discussed the much vexe question of the Tokyo tramways in a sense somewhat favourable to the company and very unfavourable to the citizens and Press of Japan's metropolis. There is, however, another side to the question; which in justice to what is perhaps the most progressive Press in the world

Your correspondent refers to the extensions now being carried out, which, he states, will be unprofitable until the population increases, and argues that "this heavy capital outlay can only have one effect unless the fare is raised." Tho one effect, presumably, is a decrease in the decrease: To the present capital expended will have to be added the capital expended on the extensions, and with no extra revenue from these extensions, the dividend, calculated on the increased capital expended, will not be as high as at present. Thus the company's demand is practically for an increased revenue to enable it to cover the loss caused by certain suburban extensions. If its charter compels the company to to make these extensions, as your correspondent states, why has the company never attempted to obtain an alteration in the charter which would release it from the obligation of constructing lines which cannot pay? Taking your correspondent's reason for the increase of the fare as correct, is it very unnatural for the citizens of Tokyo to object to a proposal which taxes a large number for the benefit of the few persons to whom the extensions of the tramway are of value?

Your correspondent states that "three old companies were amalgamated with a subscribed capital of 60, 00,000 yen." It may be pointed out, however, that the latest dividends declared were based on a capital of 43,500,000 yen. Thus, the last balance sheet showed 870,000 yen set maintenance of a pacific attitude in apart for dividends for the half year, which was stated to be at the rate of 4 per cent. per annum. The sum of 43,500,000 yen may therefore be regret to learn of the death of another of the taken as the paid up capital of the company. The point is of some importance because undoubtedly the whole cause of the trouble lies in the immense capital expenditure per mile. At the time the municipalisation proposal mentioned by your correspondent was made-a year agothe company was paying dividends on a capital of 35,250,000 yen and was stated by one authority to have six million yen in hand. From this it may be concluded that the company has in hand or has expended since that time the sum of 14,250,000 yen, or sufficient, as will be shown later, to construct over 100 miles of double track and 2000 miles of single track,-more than the whole length of the extensions which are to be added in the course of the next seven years. At the time of the municipalisation proposal

the company had expended on the lines, deducting the six million yen said to be in hand, the sum of 29,250,000 yen. The length of single track was then stated by the Mayor of Tokyo to be 90 miles, but as the estimate seems a low one, it will be fairer to take the total at 100 miles single track, which gives a capital expenditure per mile of 292,500 yen. Considering the lower cost of labour in Japan it might not unreasonably be expected to find the capital expenditure per mile lower in this country than in the West, but an examination of the statistics shows this not to be the case. At the Congress held at the France-British Exhibition in London last year Sir Clifton Robinson, the tramway expert, gave some statisof single track on English tramways amounts. to £16,648 (about 166,480 yen); in the United States to £20,000 (200,000 yen); and in Canada te £14,287 (142,870 yen). Even the London County Council tramways, which have the largest capital expenditure of any tramways in the world, only show an expenditure of £30,000

(300,000 yen) per mile. It will thus be seen that the capital expendi. ture per mile on the Tokyo tramways is nearly equal to that of the London County Council tramways, while it very materially exceeds the average expenditure per mile on English. American and Canadian tramways. I have no statistics as to the capital expenditure mile on other London tramways, as Sir Clifton Robinson calculates the cost of construction on the London United tramways at £13,000 (130,000 yen) per mile double track, on this basis the 100 miles of line in Tokyo should have cost 6,500,000 yen and the cars, power house. etc. 22,750,000 yen. Part of this 22,750,000 yen was, however expended in part payment for

In whatever way the large expenditure per mile has been incurred, however, it remains obvious that with such a large capital outlay the company cannot expect to pay a large dividend without a disproportionate increase in the fare, to which method of remedying the financial affairs of the company the citizens of Tokyo rightly penny), to which an extra sen must be added for transit fax. By allowances for return and workmen's and 'students' tickets the company contends that the amount it receives from each observation I should say it was about 5 miles which would give an average of a little under a sen (one farthing) a mile. What is the average fare in London? Here is what Sir Clifton Robinson says of the London United Tramways, in which he is interested :-

"On the London United . . . we are running daily upwards of 60 workmen's care, and on an average carry the passengers by these cars over 5 miles for 1d., or less than a farthing a mile, though in some cases the latter can travel three miles for a penny, while the average fare over the whole system for an ordinary passenger works out at less than a halfpenny a

Taking into account the difference in the standard of wages and living it seems reasonable that the citizens of Tokyo should pay half the amount paid by the citizens of London. Again, in American cities the uniform fare for any distance is 5 cents gold, corresponding to 10 sen in Japanese money. The ordinary passenger on the Tokyo tramways pays exactly half this amount, when the transit tax is included, and, considering the high standard of wages in America, this also seems reasonable.

It has to be remembered that the original charge on the Tokyo tramways was 3 sen, the amount being raised to 4 son on the petition of the company. This addition of one sen was thought at the time sufficient to put the company in a satisfactory position. It now appears to have been a prelude to an application for a further increase.

To sum up, the whole trouble has arisen from he enormous capital expenditure incurred by the company. There may or may not be a satisfactory explanation of how this charge was incurred, but the contention of the citizens of Tokyo seems fair—that the company should not recoup itself at their expense for mismanagement in which they were not concerned. The best course seems to be for the company to go on paying 4 per cent, the rate of the last dividend paid, until such time as the extensions bring in an increased revenue.-Yours, etc.,

TOKYO.

THE OLD "HONGKONG REGIMENT."

DEATH OF A WELL-KNOWN OFFICER

A London correspondent writes :- Hongkong residents who still have a recollection of that fine body of men known in the Army List for some years as the Hongkong Regiment will brilliant young officers who served under Major-General Sir E. Barrow, Colonel H. T. Faithfull, and Major Retallick at Kowloon.

The death occurred at 46 Albany Villas, Hove, of Major E. L. C. Berger, Fecond-incommand, 69th Punjabis, Indian Army, eldest son of Major-General E. A. Berger, late 2nd Lincoln Regiment (10th Foot), on the 22nd January. The deceased officer was only 41 years of age. I have not heard the cause of his death. It is three years or so since I met him in the Hongkong and Shanghai Bank's office in Lombard Street. He had just come home or was on the eve of returning to India-1 forget which it was, -and as bright and vivacions as ever and looking the picture of health; though he told me he had suffered a good deal from fever up on the Indian frontier. He had not lost his interest in Hongkong affairs, and plied me with numerous questions about Hong-

It is almost impossible to believe that so many of those young officers have gone the way we all must go some day. I remember their landing from the trooper at Kowloon and marching alongside of their men to the camping ground near Chater's Bungalow. I talked with them on the facilities Hongkong afforded for cricket, football, shooting and other sport. It was a bright day, and Hongkong looked its best; and one could not fail to be struck by the smart, alert, and soldierties as to the capital expenditure per mile like appearance of Barrow's picked comon tramways in different countries. From these pany of officers, who were worthy of the men it appears that the capital expenditure per mile they controlled. One was drowned soon afterwards in the Bokhara, having been a member of the ill-fated Hongkong cricket-team returning from Shanghai. Then young Campbell, whose stylish cricket used to please connoisseurs as they sat in the old Pavilion : and afterwards M'Carthy Ray, who was to serve in two campaigns (the Relief of the Peking Legations and the Tibet Expedition) before his promising career was cut short. Now it is Berger-one of the merriest, open-hearted, open-handed, and most devoted to his profession you could meet in a long day's journey. There should be many who still remember him in Hongkong and up and down the China Coast, and who will regret to hear of his early death.

I ran against Colonel Dyson, of the Army Pay Department, in the Sports Club the other day. He had come up from Portsmouth to spend a day with a mutual friend. He tells me he still disports himself in the cricket field whenever he gets a chance, and to judge from his appearance I fancy he is good for many runs yet before he sends in his papers as a cricketer the widening of t e streets in Tokye, and it is and becomes a critical old codger with the usual

WEATHER REPORT

The Hongkong Observatory yesterday issued the following report:---On the 1st at 11.55 a.m.—The depression is moving away over the Pacific to the E. of

Pressure has increased slightly over S.W. Japan and Loochoes, and given way a little over N. China. It remains low over Manchuria. and highest over the Yangtze valley.

Moderate monsoon may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches. The forecast for the 24 hours ending at noon

to-day is as follows:-N.E. winds. Hongkong & Neighbourhood, | moderate; fair, cloudy.

Formosa Channel Same as No 1 South coast of China between | Same as No. 1. Hongkong and Lamocks. South coast of China between)

Same as No. 1. Hongkong and Hainan

SUPREME COURT.

Monday, March 1st.

IN SUMMARY JURISDICTION

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (ACTING PUISNE JUDGE).

BANK DRAFTS AND CONTRACTS.

Action was brought by Man Lee Chou and Co. against the International Banking Corpora. tion to recover \$840 amount alleged to be pay-

Mr. Otto Kong Sing represented the plaintiffs, and Mr. C. D. Wilkinson (of Mesers. Wilkinson and Grist) appeared for the defend-

Mr. Kong Sing informed the Court that the plaintiffs were a firm carrying on business here. and on November 14th, 1908, a bank draft was drawn on the bank of Hamilton, Vancouver, payable to Man Lee Chan and Co. through the International Banking Corporation. The first of exchange, was duly received by the Man Lee Chau firm and deposited in their safe. About December 22nd of the same year this draft was stolen. Information was given to the police, and a warrant was issued against the person suspected of having stolen it, together with a further sum of \$8,000. On December 24th the managing partner of the plaintiff firm went to the defendant bank and took them informing them that the draft had been lost. and asking them to stop it until the second of exchange was received.

Mr. Wilkinson-That part is not admitted f am instructed that no such notice was ever received.

Mr. Kong Sing stated that the notice had been taken to the bank by the managing partplaintiff firm, and had been On December 29th two of of the firm went to the bank and tendered them a Chinese notice, which He understood that one of the employees at the bank advised the Man Leo Chan to telegraph to Vancouver, and this was done. On January 5th, on behalf of the plaintiff firm, he wrote to the manager of the International Banking Corporation informing him on a badly boarded floor. of the draft being stolen from the premises the Man Lee Chan, and giving the bank notice. to defer payment on presentation. In reply to that letter the International Banking Corporation wrote informing him that without and that payment could not be stopped without advice from the person by whom the draft was issued. On January 6th the bank paid of exchange to some person or unknown. Notice was given t the plaintiffs some days afterwards, and later on, in February, the plaintiff firm received the second of exchange for this draft. This was presented for payment, and was endorsed by the bank in red ink "congress or the 1904"

His Lordship-Are all these facts admitted ! Mr. Wilkinson-Not all, but even on those facts I submit that my friend has no case, it just chaos. The action is misconceived. He is unable to tween the plaintiffs and the defendants.

Mr. Kong Sing-I submit it is obvious there is a privity of contract. This dreft is payable to Man Lee Chan and Co.

His Lordship decided to hear Mr. Wilkinson. Mr. Wilkinson submitted that the drawee of a bill of exchange was under no liability what: seever to the payee of a bill of exchange until a short of funds, set about with revolvers to take contract was established between them by the a bag containing fifty pounds pay money for acceptance of the bill. Even if money was the workmen of a rubber reclaimation works in specially placed in the hands of the drawee for Tottenham. A policeman and two others are the purpose of meeting the bill there would be shot and twenty are wounded before the two no privity of contract unless some special undertaking was given by the drawee to the payee to himself and the other is so badly wounded that pay the amount.

Mr. Kong Sing submitted that the defendants were clearly liable on that point. It was clear in this case that the bank were the acceptors, for they had paid the first of exchange, and converted to their own use monies belonging to the

His Lordship-You say it is the fact of their having paid the first bill that makes them

Mr. Kong Sing-Yes, the fact of their having paid the bill is sufficient.

His Lordship reserved his decision.

CAPITAL FOR FURTHER DEVELOPMENT OF TERRITORY.

BRITISH NORTH BORNEO

The directors of the British North Borneo Company announce an issue at par of 649,259 shares of £1 each, leaving for future issue £400,000 of the £2,000,000 capital authorised by the company's deed of settlement. It is explained that the objects in making this issue are:-(1) to provide more capital for the further development of the company's territory; (2) to redeem the £461,600 outstanding Fiveper cent. debentures and bonds, the interest on which (after redemption) will be available for dividend purposes.

From £14,196 in 1901 the surplus of revenue over expenditure has risen to £52,909 in 1907, and the dividend from 2 to 4 per cent., whilst the sum standing to the credit of pests. profit and loss accounts in the last balance sheet, was £134,201. The prospectus points out that the company has among other assets, sovereign rights, under which it is empowered to frame and enforce laws, to fix Customs and other tariffs, and to levy taxes for revenue purposes within the State of North Borneo, and territorial rights over the whole of the state, the area of which is estimated at some 31,000 square miles, and a large portion of which is suitable for the

cultivation of rubber and high-class tobacco. The assets valued in the books at £1 451,000 -include the marketable timber fifty million tons, while the company owns a fully equipped metregauge railway 125 miles in length, and about 800 miles of telegraph and telephone

HOME AND CHINA AFFAIRS.

LONDON, January 29th. THE UNEMPLOYED.

It cannot be said that we are breaking into better weather commercially yet, any more than we can say the political horizon is clear. Storms are indicated in both sections of life.

For instance, there was an advertisement the other day for two warehousemen at a printing establishment in the City. It appeared in able under a bank draft dated November 14th morning paper. When the managing director of the business arrived at the office before ten o'clock he found the thoroughfare packed by surging mob of t hree thousand applicants and he had to let himself in by climbing the outside of a spiral staircase. The men were crowding and pushing on the stairs t such an extent that the police had to be sent for. Gaining the idea that the advertise ment was a hoar the mob started out to art somebody but the police managed after an hour or so's physical persuasion, to break them up. That sort of thing is happening every day.

Now down in Wales there are three thousand colliers idle, though they have offered to work at lower wages. The owners have no orders to supply. The coal is mainly ship's coal and there is a dead slump in freight shipping. On the Type the sight is pitiful -- acres of water covered by idle freight steamers. The situation is so bad that owners of craft are actually forgetting to cut each others throats, and the negociations are going strongly for an international union of shipowners, with a view to an agreement when necessary to lay up vessels for an agreed period in times depression. I am told the interests already subscribing to this plan have an aggregate capital of £50,000,000.

Again in Lancashire the cotton strike is likely to break out again, the men believing they are underpaid. There is a strike of bedstead makers in the Midlands and there is

dissatisfaction everywhere. THE POLITICAL CAMPS.

In political circles there is chaos and discord Liberals are gibing at Conservatives for being inclined to aplit, regardless of the fact that across the Liberal party run almost as many signs of discord and cleavage as there are cracks

In the Liberal camp, to be brick there are leader: "You are making a lot of word-play the staff of the London Missionary Society. against the House of Lords, but you can't kill them with your mouth. Why not dissolve and further particulars the draft could not be traced, get the country to say whether this state of things is to continue?" But the Premier and the old gang like their chairs too well to vacate | Society of Arts on Wednesday evening, them, so they lay their hands on their hearts and tell the world they have such a fund of righteons and noble things to distribute to mankind yet that it would be a sin to get out. In the Conservative camp there is a mysterious

body known as "the Confederates" who are benton turning Lord Robert Geeil and the other Bree Trade Conservative members out of the party. They are neck or nothing for Tari Reform and as they are rather overdoing the aggressive tactics they are very likely to make

show any privity of contract whatsoever be- in the Conservative camp is to be seen in the Liberal papers, and that inside the rails there is less fighting than the reports indicate:

THE TOTTENHAM SENSATION. We have suddenly had a st of terroristic activity in North Lendon that would have been more suitable on the soil of Idaho. Two Russian secret society members, apparently desperadoes are brought to bay. One shoots he is in hospital. The money has disappearedpresumably into the hands of another accomplice. The one who shot himself served on the mining ship Yenesei in Dalry harbour at the outbreak of the war. Just think of that in London. Two reckless men of powerful build, shooting their revolvers with intent to kill at every man or boy who stood to them over a course of five miles running. On the way two men stood at the end of a road with guns in their hands. They were called to shoot the fugitives. They did not Who would do so in an ordinary way in London street at the passing hail of a pursuer! So the men went shead and took pot shots at anybody who came within range.

Constable Tyler, who leaves a widow in weak health, fell shot through the head. His funeral was one of the most imposing that London policemen have arranged for many year. His widow will be well cared for, for in addition to a small police pension, there are funds galore coming in to the various newspaper offices for her.

Naturally this outrage makes people talk once more of the aliens who take refuge in England That is not at all surprising, but it is probably unfair to judge the mass by the samples of the other day, though the police assert that secret societies are growing rapidly and fresh nests of desperate foreigners are springing up in quarters of London hitherto free from such

But as a matter of fact the cold figures of the Government returns show that the working of the Aliens Act of 1905 has brought about a considerable decline in the number of immigrants. There has been a drop of 81,453 on the total number of Continental passengers coming to our ports. Of those passing on to America and elsewhere there has been a drop of 110,758. Of those who wanted to settle here 608 were last year refused admission and 356 were expelled for criminal or other reasons.

FORESTRY QUESTIONS. attention to the evils of reckless destruction of

(FROM OUR OWN CORRESPONDENT).

forests, with the reports on North China as a demonstration, in his last Message to Congress, all nations seem to have become awakened to the serious questions involved. We have our own Government issuing a report in favour of extensive afforestation for the benefit of the unemployed as well as for the country, and Canada too has intimated that she will take more stringent steps to protect her lumber ugly one for the world to face.

too. Local authorities having shown themselves careless as to the destruction of wooded land for the provision of building sites a conference has just been held in Berlin and the Government has been urged to make the cutting down of tracts of timber subject to the sanction of the Government. As the Government has of late dynastic histories. been active in preserving German forests it is probable that the desired step will be taken.

THE OPIUM QUESTION. While the International Opium Conference is sitting in Shanghai there is to be great prayerful activity in the churches in this country. All denominations have been circularised b their heads to have special prayers in the churches and chapels next Sunday and every day throughout the Conference for the issuance of the debates in a sense hostile to the opinn traffic. A pamphlet by Mr. Arnold Foster of the London Missionary Society against the traffic and the cultivation of opium in India issued broadcast also to the different denominations. The Bishop of Durham, in an introduction says "It sets us as a nation at the dividing of two ways, the one leading to retention of revenue along with great dishonous the other to the dignity and elevation won the resolve, at a real sacrifice, to renounce

A FORMER HONGKONG PASTOR. To-day the Rev. G. J. Williams, formerly minister of the Union Church, Hongkong, starts for Australia from London. He has been for some time assistant home secretary, for the London Missionary Society. Now he goes King, who has been the Australian agent of the the restive nag). Society for many years.

In addition to his service at Hongkong, Mr. Williams was for a time at Canton, from 1692 On his return to England he was for five yours several active young men who plainly tell their in charge of a church at Halifax before joining

LECTURE BY DR. CANTLIE. Dr. James Cantlie, who recently lectured before the China Society on medical science in China, was again, on the platform of the as a lecturer on the part played by verining the spreading of disease. Of course large part of the lecture was devoted to rate as the conveyors of plague, such as Hongkong and other ports have suffered from at various times. Dr. Cantlie said the abhorrence termin was part of the nature of the homen and the discount that could be out waters are jamented and four and with a tide of about one produced his log alrowing that he reversed the fed on them. Plague in men was associated with rats, the channel of transference being the rat flea. The rat had been held from ancient I daresay, though, that the worst of the crisis times to be the cause of disease, and on that account and been shunned by mankind in countries. Everywhere measures had to be taken to put down the rat, whether by tats and dogs, or mongoores or syrpents. The fact that the ser pent was an enemy of the rat and therefore potent in freeing people of the rat scourge, explained why on ancient coins there were figures on which the sorpout was held aloft while a dead rat lay at the feet of the

THE FORTHCOMING ROYAL VISIT TO

NEPHRELANDS INDIA. The forthcoming visit of the Prince Consort of the Netherlands to the Dutch colonies in Netherlands India is arousing great interest in Holland, It tends to revive attention to those outlying Dutch territories and may result in less stringent application of cheeseparing military policy, which has resulted in the long intermittent war fare between the natives of Acheen, Celebes, Flores and other districts and islands and the indequate forces of Dutch troops, In any case the visit is interesting, as it is the first time a Dutch Royal personage has visited the East for over fifty years. The modern growth of the coffee, rubber and other industries in Java and Sumatra has done much to awaken the stolid Dutch citizen to a sense of the potential wealth of Netherlands India

The Prince has hopes, I hear, of impressing natives with the belief that the Dutch people are full of sympathetic interest in them; but he will probably be easily converted on the spot to the belief that in that case a ready rifle and adequate force of troops taken together have a wonderful persuasive way with them:

The visit, in any event, is not likely to take place till after April, when it is persisted, the Queen hopes to make her nation happy by felicitous announcement as-to an heir

A FORTHCOMING MARRIAGE.

There is to be a marriage at the end of February that will undoubtedly interest all members of the various branches of the China Association. The secretary in London, Mr. Chaloner Grenville Alabaster, of the Inner Temple, barrister at-law, will marry Miss Mabel Winifred Mary, fourth daughter of Colonel E. P. Mainwaring, late of the Indian Army.

Colonel Mainwaring is a neighbour of Lady Alabaster, the bridegroom's mother, for while she lives at Dilaram, Boscombe, the Mainwaring family divide their time between their house in Richmond Gardens, Bournemouth, and Milford-on-Sea, Hants.

Mr. Alabaster, is, of course, the second son of the late Sir Chaloner Alabaster, K.C.M.G., former British Consul General at Canton. He is a a keen faced, popular man, looks the lawyer, and Since President Roosevelt drew such lengthy is also a keen politician, being identified with West London Primrose League movements.

THE CHINESE PROTOTYPE OF THE

TAXX-CAB, We are having a very pretty discussion on tuxi-cabs just now, with intent to show that these supposedly modern developments, are, like many other such inventions, really a revival of methods long buried by the Chinese.

Professor Giles of Cambridge while tracing dynastic histories in the course of his Chinese wealth. The prospect of a timber famine is an | work, unearthed a complete specification of the mechanism of a curious charlot in which there Now Germany is taking a hand in the matter | was an arrangement for registering the distances traversed. These taxi-cabs were first mentioned under the Chin dynasty (A.D. 265-419) and from that time down to the middle of the fourteenth century frequent allusions to such vehicles, known as "measuremile-drum-chariots," are to be found in the

The specification was placed in the hands of Professor Hopkinson by Professor Giles, and the Engineering Laboratory has turned out a model of the wheeled vehicle, accurately registering the distance travelled. At each li, or Chinese mile, a drum is struck, while at every tenth li a bell is rung. Professor Giles added in this communication of his research that the full specification with illustrations will shortly be published.

Then follows the piquant development from Professor Parker of Liverpool University There is a fine sarcasm, as I read in a letter he sends to the papers.

Possibly Liverpool is glad to get a little pin prick at the old University of Cambridge. Professor Parker says-"I beg to state that Professor Hirth, of Columbia University, New York, has already more than once cited this chapter from the Sung dynasty history (ch-149) in his demonstration that the ancient Chinese had no real acquaintance with the navigating compass, and in his examination into the 'specifications' of the south pointing carts.' Moreover I have myself called attention to the 'taxi-cab' in the Asiatic Society's journal Shanghai, Vol. 37, p-197.

"Dr. Giles's cart was two wheeled, and there were two stories to the box or bin (a receptacle to Australia, for the purpose of first assisting like that in which Mr. Tupmen and Mr. Snodand ultimately succeeding, the Rev. Joseph ginss sat to view Mr. Winkle's struggles with

> thirty in circumference, each revolution thus covering three Chinese "paces," It was a fight. ing cart; containing from eighteen to thirty warriors, and two artificial men, carved out of wood, marked the revolutions of the wheels by means of a connecting cog system.

"The modern Chinese call a hievle a "tuhlun-ch'e " or " single wheel cart"; yet because the poet of a thousand years ago sang that he was going easily, along on his "tub-lun-ch'e," should hardly be prepared to argue that the Chinese used bycicles a thousand years ago.

In a postscript Professor Parker inserts a for half a mile when she changed to N.N.W. mild sting: "As I notice you are now taking special interest in Chinese affairs, I think your half a mile. She first saw the masthead sinological readers may like to look up the metter for themselves in the Sung history with-

Two visitors to England are being made He speaks English fairly well, and modestly Ragland and study our conditions, but he is credited with the broader mission of satisfying financial enterprises are worth serious attention.

He is in consultation with the Legation officials, the Foreign Office, and Sir John Mo. Leavy Brown, from day to day, and incidentally he experienced a real London "particular" for. that has shut out the daylight for two days.

The other visitor is Dr. Stein, the explorer of Central Asia as a special officer of the Endian Government Travellers and members of the Royal Geographical Society are intensely interested in his accounts of the awful region it impossible for the steamer by the of deserts between the salt marshes of Lob Nor ercise of ordinary capable seamanship and the Tung Huang casis, marking the extreme west of the Chinese province of Kangu. His account of the wonderful wall, built a hundred years before Christ by Chinese engineers in the face of enormous difficulties. remaining traceable for three hundred miles to of apcient things.

CHINESE TEMPLE IN MANDALAY

The inauguration ceremony in connection Rangaon Gazette says, proved a regular curiosityshap to admirers of Oriental art. A Eurmese pwd was performing without while a Chinese entertainment took place within. The costumes | with inherent probability? On this hypothesis of the Chinese actors, who were procured from the steamer after passing Amhurst Light must understood by most of the Chinamen present, reason that can be thought of for she had the four lakhi of rupees were spent upon this temple which is certainly not of extraordinary come unmanageable or if her look out had been proportions, but when one considers the work of | drank or saleep. But there is no evidence reveals a preat deal of hidden beauty. In every corner there is some scalpture, painting, carving or gilding to be seen, which evinces the pains temple and see all that is to be seen is a matter of time. Everything would have been on a grander scale if the late Ko Yin Det. who died recently, were alive, for the deceased gentlemen took a prominent part in the affairs of the temple, which in fact was called by some Ko Yin Bet's temple.

How to BE BEAUTIPUL-Keep your complexion, Mrs. Ellen's Creme Charmante, Lait Charmant and Special Skin Tonic and Poudro Charmant will enable you to do it. Specialities for the Skin are the study lifetime. A. S. Wetson & Co. Ltd. Sole Agents THE CANTON RIVER COLLISION

TEXT OF THE JUDGMENT.

Mr. Justice Bourno of H.B.M.'s Supreme Court for China recently came to Canton to try an action brought by the owners of the junk Man On against owners of the steamship Nanchang Captain R. Archibald, R.N.R., master of the mail steamship Empress of China assisted the Court as Nautical Assessor. Mr Loftus Jones of Shanghai appeared on behalf of the plaintiffs and Mr H. J. Gedge, of Messrs Johnson. Stokes and Yasters, appeared for the

We have already announced that a decision has been rendered in favour of the plaintiffs The text of the Judgment, which was delivered in Shanghai on the 26th ult. is as follows:-

This action was heard at Canton on the 8th 9th and 10th February, 1909, on the plaintiff's petition, there being by consent no answer. The Man On is a Chinese owned junk of 5000 piculs carrying capacity, and the Nanchang s British-owned twin-screw steamship of 1014 tons net. The junk was sailing down the Canton River from Canton to Hongkong, and the steamer going up, when they collided at a point between Amherst Light and Second-bar creek, with the result that the junk sank. The junk alleges that the collision was dure entirely to the negligence of those on board the steamer and sues for damages accordingly.

about 1.30 to 1:45 a.m. on 12th November, 1908; it that the wind was N. to N.N.E, a moderate breeze; that the night was fine and clear with

bright moonlight; and that the tide was flood. The junk's case is that she was under all plain sail trimmed to keep her along the East bank going at the rate of 10 to 11 li an hour (say 34 miles) over the ground, that she was carrying masthead and capstan lights burning brightly and that a good lookout was being kept. When at a point N. of the Second-bar Creek she was at a distance of about 14 to 15 li (say five miles) the masthead light of a steamship which proved to be the Nanchang bearing about two points on her starboard bow. There was some discussion at the bar as to what two points on the Chinese compass meant, but this is immaterial for it clearly appeared in evidence that the navigators of the junk know nothing about points and in talking about points were explaining ignotum per ignotius. When about eight li distant the junk made out the green light of the Nanchang, which continued to approach at a rapid pace. The junk was kept on the same course with sails set as aforesaid. She waved her capstan light on her

The wheels were ten feet in diameter and starboard side, but the steamer continued to approach rapidly and when close to her apparently changed her course to starboard and struck with her stem the starboard quarter of the junk abaft the main most and did her so much harm that she shortly afterwards sank. The junk and the steamer were caught together for five minutes

The case for the steamship is that she was steering N. 3/4E . when at Blake Point she changed her course to N. by W. 1/4 W. being about 1/4 mile from the bank on her starboard side of the channel. Before she got to the mouth of the Greek midway between Blake Point and Amhurst Light, she changed her course to N. W. by W. keeping on that course and kept on this course till she reached a mhurst Light which she passed at a distance of about light of the junk half a noint on her starboard side at a distance of 21 miles, when on the

mile an hour, over the ground. At Amhurst Light she changed her course to N., the junk much of by those interested in the Far East, being then about a mile off 11 point on her port One is Tong Shoo-yi, the special envoy from bow. She kept on this course for four minutes China, who has come on here from American before the collision, say I mile. While she was: the witness called for the steamer were guilty Ride at a distance of about her ship's length, the asserts that he comes merely to 'look see junk crossed her hows. The steamer blew two short blasts, put her helm hard a starboard and the port side engine full speed astern but she could not avoid a collision and struck the junk of tha government and financiers that Chinese the starboard side aft of midships at an angle of about 15 degrees. The junk was always on her port side after the steamer changed her course to above. After the collision the steame anchored, lowered a boat and brought off the crew of the junk so that no lives were lost. On these two versions of the facts there is

only one substantial point of difference, namely

whether the junk crossed the steamer's bows with me that the junk caused the collision by That is the main issue. It was of course the steamer's duty to get out of the way of the junk, and the steamer must therefore be presumed to blame unless she shows that the collision was due to such conduct of the junk as to render avoid the collision. The junk says ale never saw the steamer's red light this Captain Archibald an Officer of long experience and high character, on whom the parties agreed as Assessor says he cannot believe, nor can he believe that the ships were caught together snything like five minutes. On all the evidence and particularly from the position of the wreel this day, has also struck the mind of the student he thinks the collision happened much where Captain Harris, a witness for the junk, but it. quarter of a mile or rather more above Amhurst light but further out in the steam - say squarter of a mile from the left bank, because on the flood tide there would be an indraught at the Second-bar Creek us soon as the creek opened out which would tend to float the wreck where with the Chinese Temple in China Street, she was found, i.e., on the lower bank of the Mandalay, took place recently. The temple the creek. The junk may that she was coming down under the left bank with the steamer on her starboard bow and did not change her course before the collision. Now how does this accord Blamo, were gorgeous. I hey spoke in the slways have had the junk well on her starboard Tonancee dialect, which was certainly not bow and must have run into her without any It may seem an exaggeration to tell that some whole river open to her on her port side. The steamer could only have done this if she had beart and labour bestowed apon the edifice, all of all pointing in that direction: indeed I think which had to be paid for out of the temple | the way she was handled after the collision funds, during the period of the past twenty makes such a supposition impossible for the years, the fact is realised. Close observation | manceuvres of getting-clear of the junk, turning and anchoring was well executed, and the Chief Officer, who was on the bridge at the time of the collision, went himself promptly off in a boat taken in the work. To go through the whole and rescued the jank's crew. On the other hand the steamer's version accords with inherent probabilities: she says that on her course from Amhurst Light she had the junk on her port bow and she intended to pass her port to port, that she was in a safe position because if the jank had kept her course they would have passed with a ship's length between them; in these circumstances when a ship's length off, the junk suddenly changed her course to port and came

across her bows. A probable reason for this

manoeuvre on the part of the junk is not far to

seek: Chao Tái the laodah in charge said :

"Every time I meet a steamer I keep close to

further out than he expected or the steamer

He may have found himself rather

Which Spread Over Hands, Arms, Neck, and Face - Face so Swollen She Could Not See - Doctor Called It Incurable—Treated by Many but Grew Steadily Worse

UNTIL WHOLLY CURED BY CUTICURA REMEDIES

"My wife was cured of eczema about fix years ago. It came between her fingers and on the paims. She was advised by friends first to try one thing and then another but it continued to spread to the elbows. She had the advice of three doctors. vice of three doctors. The first said there was no cure. The second said the disease was due to the change of air and water - our home being in Kent. She continued with him for about three months but she still got worse. Much against my wish she went to the hospital. They gave her a prescription for cintment only. That did not satisfy me, so after a week I went with her to another doctor, as the eczama began to show on her face. Ho said he could cure her but it would take a long time. He attended her five weeks, giving her medicine and oint-ment. She seen went from bad to worse. Her hands, neck, and face became swollen. For two days she could not see out of her eyes. I was in terrible trouble. A fellow workman asked me if she had tried Cuticura. His uncle suffered with eczems and found great benefit from the Cutioura Remedies. then got a set for my wife to try. commenced with great eagerness. For three days she was bathed freely with Cutioura Soap before we could remove the crust of matter and olntment which had formed. Then things began to change, the swelling went down and she could move her fingers and feed her-We continued using nothing but the Outloura Remedles and in three months' treatment my wife derived a complete cure. I shall at any time be pleased to recommend the Cuticura Remedies to sufferers. G. Campany Jubilee House, Hart St.; Walsall, Staffs. July 30, 1907.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases. Complete External and Internal Treatment for Every Humour of Inlants, Children, and Adults consists of Cuticura Roap to Cleanse the Skin, Cuticura Ointment to Heat the Skin, and Cuticura Pills (Chocolate Castad; in Fish of 60) to Parify the Ricod. A Single Sch often Cures. Sold throughout the world. Depoil; London, 27, Charterhouse Sq. Paris, 5, Rue de la Paix; Australia, R. Towns & Co., Sydney; South Africa, Lennon, Ltd., Cape Town, etc.; India, B. K. Paul, Culcutts; U. S. A., Potter Drug & Chem. Corp., Sole Props., Boston.

right position. The wind would have serve him without touching his sails, He may have miscalculated the steamer's speed. She was going full speed with the tide, and the bright moon-always a treacherous light -may have caused him to misjudge her position. Again the weight of evidence is greatly in favour of the steamer's version. For the steamer we had a clear and consistent account from the Chinese Pilot in charge, evidently an experienced and competent man; from the Chief Officer who holds on extra-Master's Certificate who was on the bridge and who telegraphed to reverse the port engine; from the Chinese Quarter-master at the wheel; from the lookout. port engine. If we believe that the junk's story we must believe that the steamer's helm was never starboarded and the port engine never put full speed astern, and that think one or more of them must have broken down under cross-examination. It was suggested by the junk that the order to go astern with the port engine was given after the collision in order to get clear, but Captain Archibald advises me that this would not have been the appropriate manceuvre but that the star-board engine would also in that case have been stopped or reversed. For the junk, we had the evidence of two steermen, a lookout-man forward, and a man whose duty it was to look out aft. Thus both the weight of evidence and inherent probability are in favour of the steamer's version.

rashly crossing the bows of the steamer. I must next enquire whether the steamer is also to blame. I find on the evidence that the steamer was keeping a good lookout. Captain Archibald thinks she was not going too fast and that there was no reason why she should not have been going full speed, there not being many junks about up. (The "Jesmond" and the "Earl of Elgin" L.R.A. P.C.A. p. 7.) He thinks there was no risk of collision until the junk suddenly changed her course and that then a collision was almost inevitable. He thinks that the steamer did all that could be expected of capable navigators to avoid the collision; although he thinks that she might possibly have gone clear by putting her helm hard to port and reversing the star-board engine, but that this is not a mandavere to be reasonably expected from a seaman of competent skill and experience, who will ordinarily take the safe course of going under the stern of the other ship when there is danger of collision.

I have no doubt and Captain Archibald agrees

I therefore hold the junk solely to blame and give judgment for defendants with costs. I wish to add that it would be a great benefit to junk masters on crowded waterways much frequented by both steamers and junks, if they had translated for them the more necessary of the Regulations for preventing collisions at sea, Neither of the loadahs of this junk knew the meaning of one short blast from a steamer. aptain Archibald suggests that junks ought to be induced to carry two white lights, a higher one on the aftermost and a lower one on foremast as most steamers now do. The account of the collision entered in the steamer's dock logwas very insufficient; and such a lack of detail would certainly have told against her in a doubtful case.

I ATEST STEAMER MOVEMENTS

The C.P.R. str. Empress of China left rokohama on Monday the 1st instant at 6 a.m. for Victoria and Vancouver.

The J.-C.-J. Lijn str. Quarta left Sonrabaya for this port on the 24th ultime, and may be expected here on or about the 5th instant a.m. and will leave for Batavia, Cheribon, Samarang, Sourabaya and Macassar on or about 12th inst.

The J.-C.-J. Lijn str. Tjiliwong left Macassar on the 26th ultimo, and may be expected here on or about the 6th instant, and will leave for Japan ports on or about 11th inst. The I.G.M. str. Prins-Regent Luitpold which

left here on Wednesday, the 24th ultimo at noon arrived at Singapore on the 28th ultimo further in and have gone across the steamer's bows in order to get into what he thought his

should be sent in before 11 a.m. on day publication. After that hour the supply to Limited. Only supplied for Cash. Telegraphic Address: PRESS Codes: A.B. 5th Ed-Lieber's.

P.O. Box, 33. Telephone No. 12. NEW ADVERTISEMENTS

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TO. 1. OBBERVATORY VILLAS and "ERANEE BUNGALOW," Kowloon, Electric Lights; Tennis Court, Garden, etc. Moderate Rental.

Apply-ARRATOON V. APCAR & Co., 45. Wyndham Street. Hongkong, 2nd March, 1909.

S.S. "NERA," COMPAGNIE DES MESSAGERIES

MARITIMES. NOTICE.

ONSIGNEES of Cargo from London ex a.s. "Charente" and "Matapan" from Havre ex s.s. "Charente" in connection with above. Steamer are informed that their goods with the ception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardone and/or extra hazardone Godowns of the Hongkong Kowloon Wharf and Godown Co., Ld., at Kowloon whence delivery may be obtained immediately after

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON. TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 8th inst., at NOON, will be P.M. on TUESDAY, the 9th March. subject to rent and landing charges. All claims must be sent in to me on or before the 8th inst., or they will not be recognized. All damaged packages will be examined on

MONDAY, the 8th inst., at 3 P.M. No Fire Insurance has been effected. P. DE CHAMPMORIN. Agent.

Hongkong, 1st March, 1909. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NALMA."

FROM ANTWERP, LONDON, MALTA. PORTSAID, SUEZ AND STRAITS.

being landed and placed AT THEIR BISK in the Statement of Accounts for the year ending Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon-where-each-Consignment will be sorted out Markby Mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be landed here unless

instructions are given to the contrar; within Goods not cleared by the 8th inst., at 4. P.M., will be subject to reut.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the

Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten | OTICE IS HEREBY GIVEN that a days of the steamer's arrival here after which TICATE of the shove CERTI-days of the steamer's arrival here after which FICATE will be issued One Month hence, and Godowns. E. A. HEWETT,

Superintendent. Hongkong, 1st March, 1909.

TITHE HONGKONG WEEKLY PRESS CHINA OVERLANDTRADE REPORT as now ready and contains :-

Epitome of the Week's News. Leading Articles: The Queen City of the East. The Amnesty. The Cloud's Silver Lining. Armed Robbery in Hongkong. Caire to India Railway. The Fakumen Railway Question. The Cure of Leprosy. Random Reflections. Hongkong News.

Kowloon British School. Institution of Shipbuilders and Engineers Official Visit of the Governor of Macao. Hongkong Horticultural Show. Mongkong Legislative Council. The Proposed Boatshelter at Mongkoktsui. Excitement on the Prava. A.D.C. Performance of "A Country Girl,"

Alice Memorial Hospital. Outport Municipal Connoil. Execution at Victoria Gaol. Chinese Girl's Suicide. Seguel to a West River Collision. Supreme Court. Canton News. Canton-Hankow Railway.

New Solicitor Enrolled. Company Reports: Foreigners and Mortgages on Chinese Property in Canton. The Hongkong Fire Insurance Co., Ld.

The Soy Chee Cotton Spinning Co., Ld. Company Meetings: Hongkong and Shanghai Banking 3881 Hongkong and Whampos Dock Co. Hongkong Hotel Company. Hongkong Ice Company Limited. Hongkong Rope Manufacturing Co., Ld.

Shanghai Land Investment Co., Ld. Outrage in Kowloon. St. Andrew's Church, Kowloon. A Policeman's Death. Death of Mr. Haver Drosze. A Hat Trick.

New Shanghai Club. Opium Commission. Collision at Chinking. Hongkong Jockey Club Off Day Roces. Buffs' Regimental: Gymkhana. Sale of Ponios. Hongkong Perjury Case.

Director and Chronicle for 1909. Annual Report on Kiaochau. Far Eastern Telegrams. Shipping Notes. Commercial.

Shipping. Extra copies 30 cents each, Cash. Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies. Subscription: 812 per annum, payable im alemne : postage \$2. Hongkeng, 2nd March, 1909.

NEWNADVERTISEMENT INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

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" KUMSANG." having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongsine. Cargo, impeding the discharge or remaining on board after 4 P.M. the 3rd inst., will landed at Consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. General Managers. Hongkong, 1st March, 1909.

PUBLIC COMPANIES THE CHINA FIRE INSURANCE CO. LIMITED.

THE FORTIETH MEETING SHAREHOLDERS in the Company be held at the Company's Offices, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 4th March, 1909, at 12 o'clock Noon, for the purpose of Receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December,

The TRANSFER BOOKS of the Company will be CLOSED from 19th February to 4th March, both days inclusive.

By Order,

C. PEMBERTON, Secretary.

Hongkong, 13th February, 1909. HONGKONG FIRE INSURANCE CO.: LIMITED.

NOTICE TO SHAREHOLDERS.

FINE FORTIETH ORDINARY MEET I ING of SHAREHOLDERS will be held at the Offices of the Undersigned at 12.30 The TRANSFER BOOKS of the Company will be CLOSED from the 23rd inst. to the 9th March, both days inclusive. JARDINE, MATHESON & Co., LTD.,

General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, 19th February, 1909. THE HONGKONG & KOWLOON WHARF & GODOWN, CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SECOND ORDINARY ANNUAL MEETING of SHARE HOLDERS will be held at the Office of Mesere Jabdine, Matheson & Co., Ltd. King's Building, on WEDNESDAY, the 10th Consignees of Cargo by the above-named March, at 12.30 P.M., for the purpose of vessel are hereby informed that their goods are receiving the Report of the Directors and the 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 10th March, both days inclusive. B. J. MACGOWAN, Acting Secretary. Hongkong, 24th February, 1909.

GREEN ISLAND CEMENT CO., LTD. LOST SHARE CERTIFICATE.

No. 4782-157229/157236 8 Shares in name of ETHEL NEWTON TRIBE.

admitted after the goods have left the the Original Cortificate, unless produced at the Office of the General Managers within that period, will be held by the Company as Null and Void.

SHEWAN, TOMES & Co., General Managers. Hongkong, 3rd February, 1909.

FIGHE Undersigned will Close their Hongkong Branch on the 28th inst, and have APPOINTED MESSES. A. B. MOULDER & Co., their Agents in Houghong as from 1st March, 1909. CASTLE BROS. WOLF & SONS. Per WM. W. WILSON. Hongkong, 25th February, 1909.

TOTICE IS HEREBY GIVEN that the business of Merchants and Commission Agents heretofore carried on under the Firm name of "HARRY WICKING & Co., a Victoria, Hongkong, up to the 30th day of April, 1907, has been from the First day of May, 1907, assigned to and will henceforth be carried on by WALTER CLEMENT DREW and JOHN OWEN HUGHES together under the said Firm name of "HARRY WICKING & Co." on their own account, and who will be responsible for all debts and engagements of the said business as and from the First day of May, 1907, and who will pay and receive all debts owing from and to the said business in the regular course of business. WITNESS our hands at Victoria, Hongkong, this 25th day of February, 1909.

HANNAH WICKING, the Executrix of HARRY WICKING, Deceased, by her Attorney MATTHEW J. D. STEPHENS, W. CLEMENT DREW, J. OWEN HUGHES.

1 CENT PER POUND.

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Send for Pass Book or Tickets.

ORIENTAL BREWERY LTD.

Hongkong, 16th February, 1909. AVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN

TARPAULING ARNHOLD, KARBERG & CO. Bole Agents.

ENTERTAINMENT

THEATRE

DANDMANN COMEDY

TO-NIGHT (TUESDAY). 2ND MARCH.

THE LITTLE MINISTER, J. M. Barrie's Phenomenally Successful Play TO-MORROW (WEDNESDAY),

3RD MARCH. A NIGHT OUT, The Screamingly Funny Farcical Comedy.

THURSDAY, 4TH MARCH. THE LIGHT THAT FAILED, Forbes Robertson's Powerful Dramatic Play.

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Sir Charles Burnand's Masterpiece. \$3, \$2 & \$1.

Plan now open at S. MOUTRIE & Co., LTD. Hongkong, 16th February, 1909.

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FITHE HONGKONG ICE COMPANY, LAD. have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager.

Hongkong 1st April, 1908. GRACA & CO., (Established 1896.)

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POSTAGE STAMPS and all Philatelie Goods. Pictorial Post Cards. Birthday Cards. MANILA CIGARS AND CIGARETTES Albums, Novels, Tweezers, Hinges, Linees, Flower Seeds,

Inspection solicited.

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Agencies :---YOKOHAMA: M. ASADA, Esq. CHINKIANG Meesrs, GEARING & Co. MANILA: Hessrs. MACONDRAY & Co. For Particulars apply to H. OISHI, Manager, No. 2, Pedder, Street, Hongkong. Hongkong, 9th January, 1909. 716

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TO LET-FURNISHED.

25. CONDUIT ROAD (Clifton Gardens) from 1st of May, 1909. Apply to- H. BRODERSEN. Care of THE ASIATIC PETROLEUM Co., LD., King's Buildings. Hongkong, 27th February, 1909. [396]

TO LET. ODOWN, No. 5A, DUDDELL STREET, Apply to— THE HONGKONG LAND INVEST MENT & AGENCY CO., LD.

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Hongkong, 1st March, 1909.

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TIO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE.

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Alexandra Buildings. Hongkong, 11th November, 1908. 104

TO LET. FFICES and ROOMS on the lat and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messre SHEWAN, TOMES & Co.) Rents Low. Apply to-THE COMPRADORE DEPARTMENT,

E. D. SASSOON & CO., Queen's Road Central: Hongkong, 25th February, 1909.

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TO LET.

FLATS in MORNTON TERRACE.

THE FURNISHED FLAT on Top Floor of Messis. Douglas Laprain & Co.'s OFFICES. Four Rooms with Kitchen and Bath Terms on application to-DOUGLAS LAPBAIK & Co.,

No. 1. Douglas Street. Hongkong, 4th February, 1909.

TO LET.

TOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground. 6-ROOMED HOUSE Furnished or Unfurnished at the Peak. Part of fully FURNISHED HOUSE at PEAR for 2 or 3 months from 1st May, 1909. Moderate Rental. C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st April to end of BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms. No. 15. QUEEN'S ROAD CENTRAL First & Top Floors, (over Caldbeck MacGregor). OFFICES in Queen's Road Central.

BELILIOS TERRACE HOUSES, ROBINSON ROAD. A GODOWN in Duddell Street. Apply to— LINSTEAD & DAVIS. 3rd Floor. Alexandra Buildings. Hongkong, 6th February, 1909.

TO LET. ODOWNS, Nos. 95, 96 and 97, PRAYA U EAST.

Apply-CHATER & MODY, Victoria Buildings. Hongkong, 1st February, 1909.

> TO LET. WITH IMMEDIATE POSSESSION.

OWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to-

HUMPHREYS ESTATE AND FINANCE CO., LTD. Hongkong, 18th January, 1908.

BANKS TITHE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853, HEAD OFFICE-LONDON. PAID-UP CAPITAL £1,200,000 RESERVE LIABILITIES OF PROPRIE-£1,200,000

INTEREST allowed on Current Account Anping at the rate of 2 per cent. per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent. WM. DICKSON, Manager...

Hongkong, 1st March, 1909. THE MERCANTILE BANK OF INDIA, LIMITED.

... £1,500,000 AUTHORISED CAPITAL ... SUBSCRIBED PAID-UP RESERVE FUND

BANKERS: LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts

Daily balance. ON FIXED DEPOSITS: For 12 months ... 3½ per cent. EVAN OBMISTON, Manager.

at the rate of 2 per cent. per annum on the

Hongkong, 23rd April 1908. THE TOKOHAMA SPECIE BANK

LIMITED. CAPITAL PAID-UP Yen 24,000,000

BESERVE FUND, 15,100,000 HEAD OFFICE-YOKOHAMA.

BRANCHES AND AGENCIES. Tokyo Lyons Nagasaki San Francisco Honolulu New York Hankow Bombay Shanghai **Tientsin** Peking Chefoo Port Arthur Dalny Newchwang . Liovang Mukden Antung Chiang Chun Tieling

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5% per annum TAKEO TAKAMICHI.

Manaobr. Hongkong, 12th September, 1908. EUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP ... Sh. Taels 7,500,000

HEAD OFFICE-SHANGHAL. BOARD OF DIRECTORS, BELLIN. BRANCHES: Berlin, Hamburg, Calcutta, Hankow.

Tientsin, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore. Founded by the fellowing Banks and Bankers :-

KOENIGLICHE SEEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin. DIRECTION DER DISCONTO. Greellachaft DEUTSCHE BANK S. BLEICHBÖEDER BERLINER HANDELS. Berlin GESELLSCHAFT BANK PURK HANDEL UND INDUSTRIE

ROBERT WARSCHAUER & Co. MENDELSSOHN & Co. M. A. VON ROTHSCHILD & SOBHNE JACOB S. H. STERN NORDDEUTSCHE BANK IN HAMBURG, Hamburg. SAL. OPPENHEIM, JR., & Co., Koeln.

BAYERISCHE HYPOTHEREN UND WECHSEL-BANE, MUENCHEN. LONDON BANKERS: Messes, N. M. Rothschild & Son: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTROHE BANK (BEELIN), LONDON AGENCY DIRECTION DEE DISCONTO GESELISCHAFT. INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of

Banking and exchange business transacted. A. KOEHN MADAGOT. Hongkong, 4th December, 1907.

TEDERLANDSCHE HANDEL MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY) ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND FL. 5,752,884,84 (about £479,407

HEAD-OFFICE : AMSTERDAM. HEAD-AGENCY BATAVIA. Branches :- Singapore, Penang, Shanghai, Rangoen, Samarang, Sourabaya, Cheribon, Pecalongan, Pasoeroean, Tjilatjap, Medan (Deli) Palembang, Kota Radja, (Acheen) Bandjermasin: Correspondents at Macassar. Colombo, Madras, Pondicherry, Bangkok, Saigon, Haipheng, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New

York, San Francisco, &c., &c.

LONDON BANKERS :-THE UNION OF LONDON AND SMITHS BANK, LIMITED. The Bank buys and sells and receives for

collection Bilis of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.
INTEREST ALLOWED. On Current Account 2 per annum on daily

balaness. On Fixed Deposits 12 months 42% per annum. do. 6 do. 4% do. do. 312 do. J. L. VAN HOUTEN, Agent, Hongkong, 16th July, 1908.

BANKS

THE BANK OF TAIWAN, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL

CHARTER). Capital Subscribed (paid up) Yen 5,000,000

HEAD OFFICE: TAIPEH, FORMOSA. BEANCHES AND AGENCIES

Tainan Nagasaki Tameui Tokyo Shanghai Yokohams HONGKONG OFFICE:

3. DES VOUX ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application. D. TOHDOW, Manager,

Hongkong, 16th September, 1908. [1518

CORPORATION. CAPITAL PAID UP Gold \$3,250,000 = about Mex. \$7,222,222 Gold \$3,250,000 RESERVE FUND = about Mex. 37,222,222 HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C. LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED. THE CAPITAL & COUNTIES BANK. LIMPTED.

BEANCHES and AGENTS all over the World. The Corporation transacts every description of Banking and Exchange business, receives money. Current Account at the Rate of per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates: For 12 months 42 per cent. per annum.

No. 9, Queen's Road, Central, Honghong. W. M. ANDERSON,

For 6

PAID-UP CAPITAL

RESERVE FUNDS .-

STEBLING

Manager. Hongkong, 8th April, 1908 TIONGKONG AND SHANGHAI BANKING CORPORATION.

... ... \$15,000,000

£1,500,000 at 2/-\$15,000,000 \$29,500,000 RESERVE LUABILITY OF PROP'TORS \$15,000,000

COURT OF DIRECTORS. Hon. Mr. W. J. GRESSON-Chairman. H. E. TOMRINS, Esq.—Deputy Chairman. E. Shellim, Esq. E. G. Barrett, Esq. R. Shewan, Esq. G. Friesland, Esq. C. S. Gubbay, Esq. H. A. Siebs, Esq. W. Helms, Esq. Hon. Mr. H.A.W. Slade

C. R. Lemmann, Esq. CHIEF MANAGER: Hongkong J. R. M. SMITH.

MANAGER:

Shanghai W. ADAMS ORAM.

LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED.

cent, per Annum on the daily balance. ON FIXED DEPOSITS. For 5 months 24 per cent, per Aunum. For 6 months, 3; per cent per Annum. For 12 months, 4 per cent, per Amum. J. R. M. SMITH,

Chief Manager.

On Current Account at the rate of Two per

HONGKONG SAVINGS BANK. Frankfurt a M. FIRE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORA TION! Rules may be obtained on application.

Hongkong, 22nd February, 1909.

INTEREST on deposits is allowed at 32 per cent. per annum. Depositors may transfer at their option balance \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on PEXED DEPOST at 4 per cent, per annum. For the Hongkong and Shanghar BANKING CORPORATION.

Chief Manager. Hongkong, 12th January, 1907. NTEDERLANDSCH-INDISCHE HANDELSBANK. (NETREBLANDS INDIA COMMERICAL BANK).

J. R. M. SMITH.

Authorised Capital El. 15,000,000 (£1,250,000) Subscribed Capital FL 10,000,000 (Paid up) Fl. 2,200,517,37 (£183,376) Reserve Fund HEAD OFFICE: AMSTERDAM.

ESTABLISHED 1863.

HEAD AGENCY: BATAVIA. LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANKVEBEIN.

BRANCHES AND AGENTS all over the World. THE BANK transacts every description of Banking and Exchange bus ness, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:-

12 months 4% per annum. C. WOLDRINGH, Manager, No. 16, Des Voux Road Central.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails, Mounted on Card 30 Cente.

On Paper ... On Sale at the Hongkong Daily Press Hongkong, 20th January, 1909.

Hongkong, 3rd November, 1908. [26] NOW ON SALE. MAIL TABLES FOR 1909.

884,344.45

FROM EUROPE.

THE H.A.L. Steamship

"JLLYRIA" Cantain Kotzte, having arrived, Consignees Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed at consignees' risk into the hazardons and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and restored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Good

have left the Godowns, and all Goods remaining undelivered after the 4th March, will subject to rent All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 3rd March, at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE.

Hongkong Office. Hongkong, 25th February, 1909.

FROM EUROPE

THE H.A.L. Steamship

"SPEZIA" Capt. Girstenbrau, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of

their Goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld.,

and stored at Consignees' risk and expense. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. Ne Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 4th March, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 3rd March, at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 25th February, 1909.

"SHIRE" LINE OF STEAMERS, LTD. NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBROUGH, -AND LONDON. HE Steamship

"GLAMORGANSHIRE,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed AT THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co.'s, hazardous and or extra hazardons Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed

Goods not cleared by the 4th March, 4 P.M., will be subject to rent. No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten

days after the vessel's arrival here, after which no claims will be recognised. Optional Goods will be landed here unless instructions are given to the contrary before 9 AM. TO MORROW.

JARDINE, MATHESON & Co. Hongkong, 25th February, 1909.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST." having arrived. Consignees of Cargo are herebyinformed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 5th March, will be subject June, 1908; shows a credit balance of \$54,295.40.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th March, at 9.30 A.M. All Claims must reach us before the 9th March, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned. NORDDEUTSCHEE LLOYD, MELCHERS & Co., General Agents.

Hongkong, 26th February, 1909.

AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY

NOTICE TO CONSIGNEES. FROM YOKOHAMA, KOBE AND

SHANGHAI. ** Company's Steamship

"SILESIA," having a sixed, Consignees of Cargo are hereby informed at Goods will be landed into the Hongkong, 24th February, 1909. hazardous ad or extra hazardous Godowns of

Noon on the 5th Meh, or they will not be recognised.

Dr.

To bad debts and refunds.

To crown rent

To rates

To fire insurance

To debenture interest on

Fo Fire Insurance haveen effected, and any Goods remaining in the Edowns after the 5th March will be subject to 2downs after the 5th Bills f Lading will be contensigned by SANDER, WELER & Co.,

Hongky, 26th February, 15

COMPANY REPORTS. UNION WATERBOAT COMPANY. LIMITED.

The report of this Company states:-.The General Managers have now the pleasure to submit their annual report and statement of the Company's accounts made up to 31st Decem: ber, 1908.

The net profits for that period, including \$111.22 brought forward from last account, and after allowing for Consulting Committee and Auditor's fees, depreciation, bad debts and loss on the sale of the old steam launch taken over from the Hongkong Steam Water Boat Co., Ld., amount to \$29,971.31.

The General Managers recommend the payment of a dividend of 6 per cent., which will absorb \$16,633.80, write off \$13,155.00 from the value of the Waterboats and carry forward a balance of \$172.51 to the new account.

Consulting Committee: - Since the last meeting Mr. P. J. Bisschop resigned his seat on leaving the Colony and Mr. H. J. Van den J Bosch and Mr. J. W. C. Bonnar have joined the Committee.

Auditors:-The accounts under review have been audited by Mr. A. O'D. Gourdin.

DODWELL & Co., LTD., General Managers. Hongkong, 12th February, 1909.

Balance Sheet, 31st December, 1908. LIABILITIES. Share Capital. Authorised-50,000 shares of \$10 each Issue-27,723 shares of \$10 each Sundry creditors Unclaimed dividends 776.00 Profit and loss account, balance

\$309,875.44 Waterhoats as per last account ... 8269,616.77 Lessamount written off \$13.616.77 Book value

of lannch 50ld:... 2,835.00 16,451.77 \$253,165.00 Pipes and staging as per last account \$4,000.00 Less amount written off 3,000.00

1,000.00 Furniture Cash in bank and in hand 6.681.95 Hongkong Bank fixed deposit 40,000.00 Hongkong Government deposit ... 500.00 Sundry debtors. 7,980.49 Stock of home, etc. Unexpired licences

PROFIT AND LOSS ACCOUNT for the Year ending 31st December, 1908.

To Consulting Committee's To Auditor's Fee To Depreciation :-Pipes and Staging ... Stock ... -3.250.00To Bad Debts To Loss on Book value of ... Lannch sold

To Balance ... By Balance from last ... account -111.22 By profit on trading for the year ... 35,024.63 By intérest ... By transfer fees ... 836,424.17

THE HONGKONG HOTEL COMPANY, LIMITED.

The report of this Company states :---Gentlemen. - In accordance with Section 56 of the Articles of Association, the Directors. now beg to submit their report for the halfyear ended 31st December, 1908.

The profit on working account amounted to \$42,461.49 as compared with \$39,292.35 for the corresponding period of 1907, being an The profit and loss account, including the sum of \$14,639.63 brought forward from 30th which the Directors recommend should be

apportioned as follows:-To pay a dividend of 6 per cent. for the half-year ... To transfer to repairs and renewals account. 10,000.00 To write off furniture and fix-**6.500.0**0 To write off electric plant To carry forward to new account 295,40

\$54,295,40 DIRECTORS. Mr. J. W. C. Bonnar has been invited by the Board to act for Mr. E. Osborne, on leave. Mr. Bonnar's appointment requires the shareholders' confirmation. Mr. W. H. Potts retires by rotation, but Stock of linen, crockery,

The accounts have been audited by Messrs. H. U. Jeffries and A. R. Lowe, C.A., who offer themselves for re-election. W. HUTTON POTTS,

Chairman. The Hongk's and Kowloon Wharf and Godown Cominy, Limited, whence delivery For the six months ending 31st December, 1908.

> To debenture interest on \$500,000 at 3 per cent.\$15,000.00 Less returned on debentures held by the Company ... 2,280.00 12,720.00 To interest account To directors' and auditors' fees

To balance, to be en propriated as follows :-To pay a dividend of 6 per To transfer to repairs and Yenewala ... To write off furniture and firtures To write off electric plant To carry forward to new account ... 54,295.40

Balance from 30th June, 1908 8 79,639.63 ess dividend at 6 per Less transfer repairs ronewalsaccount 15,000.00 less transfer to furnitures and fixtures ac. ess transfer

to installa. tion of electric light account ... Less transfer to bew launch account.

By rent of shops and offices, old building ... \$ By rent of shops and offices, new building By rent of Hotel Man-22,575.00 By Dividends on Shares in Public

26,983.33 By scrip and transfer fees 4.00 By bad debts recovered By profit on hotel working account for the six months ending 31st December, 1908

8 84,344.45 REPAIRS AND RENEWALS ACCOUNT.

For the Six Month ending 31st December, 1908. To payment on account of repairs and renewals during the half-year ending 31st December, 1908 To balance ... 3,912,09 \$15.940.5B

v balance from 30th June 1908 y amount transferred from profit and loss account as recommended in last report ... 15,000.00

LIABILITIES. CAPITAL :--12,000 shares at \$50 each (fully paid up, 1,000 mortgage debentures (5 per cent.) **\$500,000;00** Less 152 ditto held by the 76,000.00

Reserve fund 648,975.78 Sundry creditors Unclaimed dividends Benairs and renewals account, balance as per statement

Hongkong and Shanghai Banking -Corporation (Current Account) Profit and loss account, balance as per statement Value of Marine Lot No.

5 said remaining por tion of Marine Lot No. 3 and remaining portion of Marine Lot No. 7; and Buildings thereon. as per last special ... \$1,082.80.743 Since expended on alteration and additions to Buildings ... raya Reclamation. Marine Lot No 288, as per last account and Building thereon " Hotel Mansions Rebuilding South Block payments on account to

621,892,68 Cost of Three Chinese Houses on Sections B. C., and D. of Inland Lot Not. 80. Cost of Kowleon Farm Lot No. 3 Section A

1,784,673.61 Furniture and fixtures as per last account ...122,239.80 Less written off, as per last report... 112,239.80 113.734.70 Installation of electric account last report

Less written off, as per glaseware, etc ... Stock of wine, provisions, household sun. dries, and stationery. as per inventories Shares in Public ... Companies ... Value of Steam Launch, as per last account ... 5,000.00 Less written off, as per last report ... Sundry debtors ...

Licenses attaching to ... Hong ong and Shanghai Banking Corporation (Unclaimed Dividents ecount) . Cash in hand

LEAGUE CRICKET

INTERPORT CRICKET.

MATCH AT MANILA.

Next Saturday's matches are: Telegraphs v. Craigengower v. Kowloon,

A cricket match was played on Sunday, 21st February, between the Interport team at Manila and a team selected from the English community, the result being a win for the latter. Some good cricket was shown, so good in fact as to give rise to the hope that a team will be able to come from Manila to Hongkong when the Singapore and Shanghai elevens visit the port. For the Interport team Thursfield both batted and bowled well and Wright played an excellent innings. For the victors Cairns made an excellent stand, completely conquering the bowling and made a brilliant 52.

Appended are the scores:

INTERPORT TRAM. T. Easton, b.So norrillo..... 0 E. G. Tait, o Clear, b Somervillo..... C. F. Page, b Barnes

R. P. Thursfield, c Barnes, b Morris 22 R. de B. Layard, o Higginbotham, b Morris 7 H. Horne, e Hamer, b Morrie 10 C. H. Hawkins, o Higginbotham, b Morris 0 G. Andrews, b Somerville J. B., Bedforn, b Morris V. M. Johnston, b Morris E. M. Knox, not out Bye and leg bye Wides Total 80 BOWLING ANALYSIS. Somerville Morris, H. M. Alexander.... SCRATCH TEAM. A. Alexander, b Bedfern Capt. Somerville, b Thursfield John Brown, c Page, b 1 hursfield A. K. Barnes, b Thursfield..... H. S. King, b Bedfern R. McPherson, o Page, b Hawkins I. E. Higginbotham, b Thursfield 1 C. A, Clear, . Horne, b Thursfield 18 H. M. Morris, not out H. F. Motrie, absent. Leg bye BOWLING ANALYSIS. Bedfern 13

ROYAL HONGKONG YACHT CLUB CRUISER RACE.

The following boats started at 9 a.m. on Sunday from a line between the Club House flagstaff and a mark at the Kowloon Docks.

Syren, Mr. S. Swart Miranda, Mr. G. K. Hall Brutton... ... 10 minutes Snipe, Hon, H. E. Pollock ... 15 Australian, Mr. C. H. Kew ... 15

Ask Forward, Major S. Palmer 60 There was a light west wind for the first three hours and the schooner Syren got hopelessly left that she gave up. The wind seemed to suit the Ask Forward and about noon 3,912.09 she was close up to Snipe. Miranda and mum qualifications are 1,000 tons gross and Australian went wind hunting close to the 11 knots speed. The new qualifications will be Hongkong shore, but got mixed up with the junks at anchor there and when a smart west wind came along they did not get clear until -1,000 mantical miles traversed, with a pro rata \$2,015,890.91 the Saine and Ask had disappeared through the Sulphur Channel. Australian caught the wind before Miranda and got through the channel with a lead, of about half a mile of her, the Snipe and Ask Forward being then about two miles ahead. In the run down to southwest point of Lamma Island the wind got lighter and a smaller sum in the case of prosperous lines. the boats closed up considerably, Australian passing the Ask about half way down the west coast and both of them being passed by Miranda before the most southerly point was reached, by which time the wind had entirely gone, leaving a very uncomfortable swell. Snipe and Miranda within a biscuit's throw were slowly drifted to the south east point of the Island where they struck a nice west wind. Snipe getting it first and a lead of a hundred yards or so. A finerace, ensued between these two on the long beat up to the Cowechow Rock against a west wind and ebb tide, which resulted in Miranda leading round the rock by about 6 minutes. The other

> an hour after the leading boat. . The wind held on as far as Green Island but after that it got lighter all the time until Miranda, crossed the finishing line at 7.36.30 when Snipe came on with quite a fair breeze and crossed at 7.40.37 thus winning on time by 53 seconds. The Snipe waited on the line until about 9 o'clock but no other boat hove in sight.

> two beats did not get the breeze for about half

THE PHILIPPINES THE LAND OF

THE EBONY TREE.

The Manila Cablenews says it was suggested by writers in the time of Spanish rule, that the perfunctoriness. If a steamer's owners know Philippines were perh ps the land called that by offering constantly improved facilities 34,674.04 "Ophir" in the Bible. It was from Ophir that to the travelling and shipping public, the addi-Bolomon received rare woods and spices, and tional patronage thus secured is to be set off by the similarity of some of the woods in the a loss of subsidy, they will naturally be indis-Philippines to those described in the Bible, gave rise to the suggestion.

Of all the woods found in the Philippines, the one earliest prized by kings and most extensively used by royal households was Law, the idea is to revise it so that no money ebony (mabs buxifolfolia). Sceptres, thrones, shall be granted to any vessel of less than 1,000 couches, images, idols, drinking cups, and elaborately carved decorations have been of various kinds

of supply for ebony. The Indians, the Arabs, doubtful advantage, and will probably give rise and the Chinese were among the first to appre- to much debate in the Diet.

WE are the largest Dealers in the world in these attractive WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, leaved to the various Governments and Municipalities of Europe; they are redea periodical drawings, either with Cash Premiums varying from £40 to £40.00 or, at the very least, at their full nominal value, EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20. Write for Handbook, sent post free.

MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

ciate its value. It was highly esteemed for coffins by these people. Ceylon and the Celebes are also known for their ebony trees, so it will be seen that other islands besides the Philippines may lay claim to being the biblical land of this rare wood.

In quality the Philippine ebony averages with the best. It is found very generally distributed throughout the islands. The method of taking out ebony employed by Filipinos formerly, and to some extent to-day has been very wasteful. Small portions of the tree would be removed and a great part of the valuable wood left untouched.

In the Philippines, there is what is known as the ebony group of trees, containing several distinct species. They are known to commerce as the bolongeta, the camagon (different species of diospyros), and the true ebony. The various Filipino dialects have different names for these trees. One could find abony-producing trees called by at least thirty different names if he travelled from Moroland to the northern end of Luzon. The apparent difference between the different species is that all the heartwood of one kind, the ebony, is black, while streaks usually run through. the heartwood of the bolongeta and the camagon. The buyer of walking sticks is very likely to encounter a difficulty when he attempts to select a came that is "true abony." The colour is descriptive, as the vendors have a knack of dyeing the streaked portions so that ! they cannot be distinguished from the body of the cane. The weight is the only other means of distinguishing between the higher and lower grades of wood. The heavier the better is a good maxim to apply to two canes of equal size.

wear off in time, and again reveal their natural colour. Ebony still retains its distinction of being the royal wood, and is as highly prized in our day as it was in the time of Solomon. The finest furniture, the handsomest cabinets and the best inlaid work are of ebony. Wood carvers, shipbuilders, and makers of desks, pisnos and other articles typical of modern luxury, all find as frequent a use for this handsome and ornamental wood as did the makers of thrones and idols.

The colouring matter on the streaked canes will

JAPANESE SHIPPING SUBSIDIES.

Government's programme with regard to shipping subsidies, says the Japan Mail, seems to be abolition of the present navigation encouragement and of the system of subsidies to ordered services and the replacement of both by an ocean lines subsidies law By "ocean lines" are meant lines to Europe, to North America, to South America and to Australia. Further, it is proposed to change the conditions of 3,000 tons and 12 knots. Further, under the -present system, the Navigation Encouragement Law grants 25 sen to a qualified ship for every increase for every added knot of speed; whereas the new law will give a maximum of 50 sen for every 1,000 miles traversed, and will grant a maximum increase of 10 per cent. for each additional knot, such subsidy to be reduced by 5 per cent annually after 5 years. Moreover, it is proposed to distinguish between the different lines according to their circumstances, granting The calculation is that the result of these changes will be to reduce the total of the present subsidy from 10 to 15 per cent. This will involve the following losses of subsidy :---

Yusen Kaisha Toyo Kisen Kaisha....

The subsidies remaining after the above reductions will be:-YUSEN KAISHA. European Line Yen. 2.600.000 North-American Line Australian Line 3,600,000

TOTO KISEN KAISHA North-American Line South-American Line .. Total ... Grand Total

Those figures are independent of the Ship. building Encouragement Law which will be subsequently reformed, though it may be noted here that naturally the above changes will affect that Law also, since builders will have less temptation to construct vessels under 3,000 tons. The only festure of the above programme that seems obviously open to criticism is the provision that the subsidy is to vary according to the prosperity of the line concerned. Such an arrangement not only opens the door to official favouritism but also presents a premium to posed to show real and enterprise. It should be sdded that the laws which will be thus altered have been in operation for 12 years. As to the Shipbuilding Encouragement

tons gross the present figure is 700 tons and that instead of distinguishing between vessels made from ebony for Oriental potentates. It of from 700 to 1,000 tons-for each ton of which can rightly be called the royal wood. In the class the present Law allows 12 yen - and vessels Philippines, it has also been highly valued of and over 1,000 tons—for each ton of which because of its hardness and handsome appearance. the Law allows 20 yen—, a general provision The Moros use it to make handles for their shall be made, empowering the Authorities to bolos, and it is extensively used for inlaid work grant from 11 to 92 yen according to their judgment. The amended Building Encourage-The Philippine ebony tree does not grow to ment Law is to go into operation on and after large dimensions, but species in Medagascar are January 1st, 1910, and will remain in force for sometimes as tall as seventy-five feet. Mada- 10 years. This system of conferring disgascar has from ancient times been India's source cretionary power on the Authorities is of

MARTIN'S

BERTIE, Chamist, SQUTERAMPTON, BEGLEMEN.

The World's Family Medicine. A family medicine is a necessity.

The human body is an intricate piece of machinery which is easily put out of order, and unless the wrong be righted in its early stages a general break-down is certain. The wise keep the World's Family Medicine always at hand, and this is universally acknowledged to be

Adose taken when allments arise will quickly remove the cause of the trouble, and good health willspeedily be restored. They cleanse the system, tone up

and regulate the digestive organs, and stimulate the Liver and Kidneys to healthy action. Always keep Beecham's Pills in the house, and as occasion requires take a dose and you will enjoy



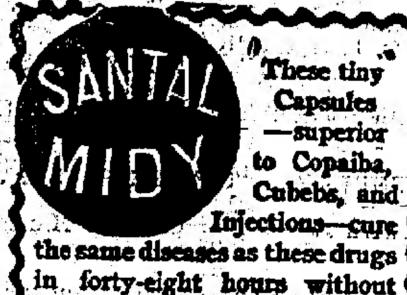
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OF GREENOCK AND HAS BEEN COLDAS NO SINCE TOM

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO,LTD.

Capsules



in forty-eight hours without inconvenience. Hack Capsule bears the same [HIDY] FOR DISEASES OF THE CHEST. @

OF HYPO-PHOSPHITE OF LIME

Prescribed in France for the last 30 years. It retains its reputation for CONSUMPTION, OBSTINATE COUGHS, COLDS, DISEASES OF THE CHEST, LUNGS, and BROMCHIAL TURES. .

BHIPPING.

ARRIVALS. ALESIA. German str., 3,376, Ernst, 1st March -Portland 28th Jan. and Moji 25th Feb., Flour-Portland Asiatic Steamship Co. GERMANIA, German str., 1,741, C. Jurgensen, 28th Feb.-Chinking 23rd Feb., General

- Jobson & Co. Kumsing, British str., 2,077, E. J. Buller, 1st March-Calcutta via Singapore 23rd Feb., General-Jardine, Matheson & Co. LINAN, Britith str., 1,254, Williams, 28th Feb. -Shanghai 25th Feb., General-Butter-

field & Swire. NAMBANG, British str., 2.591, C. M. B. Lake, 28th Feb.-Yokohama, Kobe and Moji 24th Feb., General and Coal-Jardine,

Mutheson & Co. NERA, French str., 3,429, Martin, 1st March-Saigon 26th February, Mails and General -Messageries Maritimes. PALMA, British str., 4,913, G. W. Cookman,

1st March-London via ports 16th Jan., General-P. & O. S. N. Co. SALAZIE, French str., 2,553, Magnen, 1st March - Shanghai 26th February, General -

Mossageries Varitimes. VENUE, American str., 608, G. Bentreria, 28th Feb.-Manila 24th Feb.-Jorge & Co.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 1st March:

Hailan, French str., for Pakhoi. Haitan, British str., for Ewatow. Kaga Maru, Japanese str., for Feattle. Linan, British str., for Canton. Ningpo, British str , for Swatow. Ping Sucy, British str., for Shanghai. Salazie, Freuch str., for Europe. Titan. British str., for Manila.

DEPARTURES.

1st March. CEYLON MARU. Japanese str., for Shanghai, ESANG, British str., for Cauton. FEIGHING, Chinese str., for Shanghai, FOOCHOW, British str., for Canton. GERMANIA, Gorman str., for Canton. GLAMORGANSHIRE, British str., for Shanghai. KAIFONG, British str., for Cobu. NERA, French str., for Shanghai. ONSANG, British str., for Saigou. YUBNEANG, British str., for Manila.

SHIPPING REPORTS. The British str. Linen reports: Moderate to fresh N.E. wind, overcast with occasional light rain showers.

The British str. Namsang reports, Mod. N. Westerly wind and sea to Hushan and fresh N.E. wind, and following son, overcust and Misty weather to port.

VESSELS IN DOCK.

ABERDEEN DOCK .-KOWLOON DOCK.—Tarlac, H.M.S. Hart, Dilly, Likin, H.M.S. Bedford, Honoi, Standard. COSMOPOLITAN DOCK .- H.M.S. Taku.

VESSELS PASSED ANJER.

Feb. 7. Dutch str. Tabanen, Le Clercy, Jan. 4, from Rotterdam for Batavia. Feb. 7. German str. Berlin, Orgel, from East' London for Batavia. Feb. 7, Dutch str. Madara. De Wyne, Dec. 12, from Hamburg for Batavia. Feb. 8, British str. Islander, Wright, Feb. 6 from Christmas Island for Singapore. Feb. 8. Dutch str. Malang, Klijd, Dec. 26, from Rotterdam for Batavia.

Feb. 10. French str. Villide Rouen, from Port Natal for Yokohama. Feb. 14, British cruiser Pegasus, Feb. 14, from Batavia for Colombo. Feb. 15. Norwegian str. Qrland, Lie, from

Melbourne for Batavia. Feb. 16, British str. Ajax, Husband, Feb. 16, from Batavia for Amsterdam. Feb. 17. Dutch str. Csleber. Koups, Jan. 4, from Amsterdam for Batavia. Feb. 17, Dutch str. Ternate, Harken, Jan. 10, from Amsterdam for Batavia. Feb. 18, British str. Ulysses, Beyon, Jan. 4, from Liverpool for Batavia.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN, and QUEENS-LAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA. &c.)

THE Steamship

"ALDENHAM," Captain St. John George, will be despatched as above on THURSDAY, 4th March, at

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with

the Electric Light. A Stewardess and a duly qualified Surgéon

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms. For Passage, apply to GIBB, LIVINGSTON & Co.,

Agents. Hongkong, 27th February, 1909.

STEAMSHIP SERVICE REGULAR (WITH LIBERTY TO CALL AT MALABAR

COAST). PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK. S.S. "GHAZEE" About 11th. March. For Freight and further information, apply to N. DODWELL & Co., LTD.,

Hongkong, 25th February, 1909.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE," will be despatched as above on or about the 26th March, 1909. For Freight or Passage apply JARDINE, MATHESON, & Co., LID., $\mathbf{A}\mathbf{c}$ ents. Hongkong, 24th February, 1909.

ADVERTISED LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowleon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting she section. SECTIONS.

3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point. 2 From Harbour Master's to Blake Pier. 1 From Green Island to the Harbour Master's.

1					V10 = -		
1							
		Vesarl's names	FLAG & BIG	BERTH	CAPTAIN	FOR PREIGHT APPLY TO	TO BE DESPATCHED
L	DESTINATION	ANNUAL STREET	FIRE W. MAG	-1-1-			
Н				(f. p. et) g.			y 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
			2				
1					D W W S	D A O G N G	On 6th inst., at Noon.
	LONDON &c., VIA USUAL PORTS OF CALL	DELTA	Brit. str		B. W. H. SHOW	P. & O. S. N. Co	About 10th inst.
1	LONDON & ANTWERP VIA SINGAPORE, &c	NORE	Brit. str Brit. str		de sie ee en ee	JARDINE, MATHESON & Co., LD.	About 26th inst.
Ì	LONDON, & ANTWERP	ANDALUSIA	Ger. str	_	*** *** *** *** *** ***	HAMBUEG-AMBRIKA LINIS	To-day.
	BREMEN & HAMBURG VIA STRAITS, &c ROTTERDAM & HAMBURG VIA STRAITS, &c	WESTPHALIA	Ger. str.	k. w.	Начве	HAMBURG-AMERIKA LINIR	On 9th inst.
L	ROTTERDAM & HAMBURG, VIA STRAITS, &c.	DORTMUND	Ger. str	k. w.	Malchow	AAMBURG-AMPRIKA LINIE	On 22nd inst.
T	HARVE & HAMBURG VIA STRAITS, &c	SAXONIA	Ger. str		Babel	HAMBURG-AMREIKA LINIE	On 13th inst. On 5th April.
1	HAVRE & HAMBURG VIA STRAITS, &c	JLLYBIA	Ger, str.	k.w.	Habel	HAMBURG-AMERIKA LINIS	To-morrow.
Т	MARSEILLES & HAMBURG VIA STRAITS, &C	CONSTANTIA	Fr. str	k.w.	Magnen	##	To-day, at 1 P.M.
1	MARSEILLES, &C., VIA PORTS OF CALL	AWA MARU	Jap. str		A. Keith	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
ł	MARGEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMBA MARU	Jap. str	1	C. H. Butler	NIPPON YUSEN KAISHA	On 17th inst., at D'light
-	MARSEILLES, LONCON & ANTWERP VIA SINGAPORE, &c. GENOA. MARSEILLES, LONDON, & ANTWERP, &c.	ATSUTA MARU	Jap, str		W. Thompson	NIPPON YUSEN KAISHA	About 7th April.
.]	NAPLES, GENOA, ALGIERS, GIBRALTAR &C	PRINZESS ALICE	Ger. str	1	P. Grosch	MELCHERS & Co.	On 10th inst., at Noon. On 18th inst.
	NEW YORK	ALBENGA	Ger. str		Lorenzen	Dodwell & Co. Ltd	On 11th inst.
	BOSTON & NEW YORK	GHAZEE	Brit. str	T		Orange Dr. Common Dr. Cla	To-day, at Noon.
	VANCOUVER VIA SHANGHAI JAPAN, &c	EMPRESS OF INDIA	Brit. str			CANADIAN PACIFIC R. Co	On 13th inst., at 7 A.M.
	VANCOUVER VIA SHANGHAI JAPAN, &c VICTORIA, E.C., & TACOMA VIA JAPAN	GYMERIC	Brit. str		J. C. A. Hall	DODWELL & Co, LTD	On 11th inst.
	VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &C.	KAGA MARU	Jap. str			NIPPON YUSEN KAISHA	To-day, at Noon.
\cdot	VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &C.	TOBA MARU	Jap. str		T. Harrison		On 16th inst., at Noon. On 4th inst., at 5 P.M.
1	AUSTRALIAN PORTS VIA PORT DARWIN	ALDENHAM	Brit. str		St. John George		On 19th inst, at Noon.
1	AUSTRALIAN FORTS VIA MANILA	NIEKO MARU			N. Yagi		On 25th inst., at 5 P.M.
	AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR. KUMANO MARU	Jap. str.	• 1	N. Mathieson	NIPPON YUSEN KAISHA	On 16th April, at Noon.
	AUSTRALIAN PORTS VIA MANILA AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str		G. W. Eidy	BUTTERFIELD & SWIRE	On 8th April., at 4 P.M.
	YOROHAMA AND KOBE	PRINZ WALDEMAR.	Ger. str		F. Iseki		About 5th inst. On 6th inst., at D'light
	KORE & YOKOHAMA	KAMAKURA MARU		•	Wm. Wide	1 ' :	On 17th inst., at Noon.
1	NAGASAKI, KOBE & YOKOHAMA	KIMANO MARU	Jay. atr		Jurriantse	JAVA-CHINA-JAPAN LIJN	Quick despatch.
- 1	IAPAN	TJILIWONG	Dut. str Brit. str		V. McClymont-Liddel	JARDINE, MATHEBON, & Co., LD.	
	TIENTSIN TIA SWATOW	CHEONGSHING	(% *) A	•	Keuzie	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
1	CHEFOO & NEWCHWANG SHANGHAI, CHINWANTAO, MOJI, KOBE & YOKOHAMA		Brit. str		G. W. Cookman, R.N.E	P. & O. S. N. Co	About 3rd inst.
	SHANGHAL MOJI & KOBE	CETION MARU	Jap. str	1	1	JARDINE, MATHESON & Co., LD.	To-day, at Noon.
ľ	SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTBANG	Brit. etr.		Bradley	JARDINE, MATRISON & CO., LD.	To-morrow, at Noon.
-	SHANGHAI VIA SWATOW	KWONGBANG	Brit. str		Williams	4 (7	On 4th inst., at 4 P.M.
-	SHANGHAI	LINAN	Brit. str.		C. D. Bennett	P. & O. S. N. Co	About 5th inst.
1	SHANGHAI	TINGSANG	Brit, str.	761 4	Lee	. Jardine, Matheson & Co., Ld.	On 5th inst., at Noon.
	SHANGHAI	137	Brit. str		H. G. Walker		
1	BHANGHAI		Brit. str				On 7th inst., at D'light
-1	STANCHAL VOKOHAMA & KOBE	AMBRIA	Ger. str.	1 -	Deinat		-
	RHANGHAL NAGASAKI KOBE & YOKOHAMA	PRINZ LUDWIG	Ger. str Fren.str		F. v. Binzer	MESSAGERIES MARITIMES	On 15th inst., P.M.
! !	RHANGHAT, KOBE & YOKOHAMA	CALEDONIES	Ger. str	•	Sobwinghammer	HAMBURG-AMERIKA LINIE	
	BHANGHAL YOROHAMA & KOBE		Dut. str	1 .	P. J. van Emmerick	. JAVA-CHINA-JAPAN LIJN	Quick despatch.
	ANPING VIA SWATOW & AMOY		1 •		. 7	OSAKA SHOSEN KAISHA	To-morrow, at 8 A.M.
	TAMBUI VIA SWATOW & AMOY	This was afternoon	Jap. str.		Y. Kaburaki	OBAKA SHOSEN KAUHA	On 7th inst., at 10 AM. On 5th inst, at Noon.
ŀ	FOOCHOW	1 MANAGER TATA	Brit. str .	T .	de Brouwers	JARDINE, MATHESON & Co. LD. JAVA-CHINA-JAPAN LIJN	Quick despatch.
,	AMOY	TJIMAHI	Dat. str Brit. str		J. S. Roach	DOUGLAS LAPBAIE & Co	
١	SWATOW, AMOY & FUOCHOW		Date sin	-	J. W. Evans	DOUGLAS LAPRAIK & Co	To-morrow, at Noon.
۱.	SWATOW POOCIEOW	HAINANG			Hodgins	Douglas Lapbaik & Co	On 5th inst., at Noon.
Ì	SWATOW, AMOY & FOOCHOW	TITL	i saude edu	. 1 m.	A. Somerville	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
	MANILA	Desai	Brit. str		R. W. Almond	SHEWAN, TOMES & CO	
	MANILA	TEAN	1 4344 -4-		A. W. Onterbridge	Butierfield & Swire	On 10th inst, at 3 P.M. On 12th inst, at 4 P.M.
	MANILA	JUENBANG	1. (7		R. Rodger	SEBWAN TOMES & CO.	On 13th inst., at Noon.
	MANILA	ZAFIRO	11		F. Sembill	MELCHERS & Co	On 4th inst, at 9 A.M.
	BOMBAY VIA SINGAPORE & COLOMBO	MOYORI MABU		3.4	J. C. Richards	Nippos Tusen Kaisha	On 4th inst.
4	SINGAPORE, PENANG & CALCUTTA		Brit, str .	. –	M. B. Lake	JALDINE, MATHEBON & Co., LD	On 6th inst, at Noon.
.	SAMARANG & SOURABAYA	SHANTUNG	* *** - A	. 1 m.	J. Hobinson	. BUTTERFIELD & SWIRE	To-day, at Ncon.
`` \			1.	1 1			1 100

THE BANK LINE

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C.. SEATTLE & TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
GYMERIC	4,002 6,232 4,789 6,232	J. C. A. Hall F. S. Cowley R. J. Howie W. Shotton	On 11th March. On 8th April. On 6th May. On 3rd June.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,

Hongkong, 17th February, 1909.

GFNERAL AGENTS. QUEEN'S BUILDINGS.

IMPERIAL GERMAN MAIL LINES.

		PPA 2.22
FOR	STEAMELS	TO SAIL.
CUDAT & SANDAKAN}	"BORNEO" Capt. F. SEMBILL	Thursday, 4th Mar at 9 A.M.
оконама & кове}	"PRINZ WALDEMAR" Capt. ISEKI	About Friday, 5th March.
GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZESS ALICE" Capt. P. GROSCH	{ Wed'day, 10th Mar., at Noon.
HANGHAI, NAGASAKI, KOBE	"PRINZ LUDWIG" Capt. F. v. BINZER	{ About Friday, 12th March.
ANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. ISEKI	Thursday, 25th March, at 5 P.M.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 1st March, 1909.

PACIFIC COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY

THE ONLY LINE THAT MAINTAIN A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel, 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

7	Propos	ED SAILINGS.	(Subject to A	lteration.)	
. 10	R.M.S.	Tons	LEAVE HONG	KONG ARRIVE	VANCOUVER.
	"MONTEAGLE"		TUESDAY,	2nd March	26th March
	"EMPRESS OF INDIA"		SATURDAY,	13th March	2nd April
4	"EMPRESS OF JAPAN"	6,000	SATURDAY,	10th April	30th April
*	"EMPRESS OF CHINA"	6,000	SATURDAY,		22nd May
1	" MONTEAGLE"	6,163	TUESDAY,	11th May	4th June
	"EMPRESS OF CHINA"			22nd May	12th June
			i		,:

"EMPRESS" Steamships will depart from HONGKONG at 7 A.M. S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers) and 1st Class Railway...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

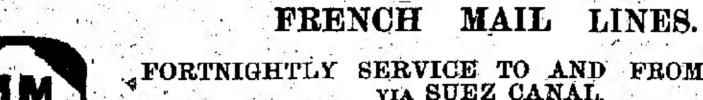
Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES



FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

STEAMERS TO BAIL " SALAŽIE " On 2nd March. MARSEILLES VIA PORTS 1 P.M. 'CALEDONIEN' SHANGHAI, KOBE On 15th March, P.M. YOKOHAMA ... "TOURANE" On 16th March. MARSEILLES VIA PORTS Capt. Lancelin

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Hailway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

P. DE CHAMPMORIN, AGENT. Hongkomg, 24th February, 1909. Queen's Building.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON. AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL; AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

" DELTA," Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 6th Murch, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "CHINA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

-Silk and Valuables, all cargo for France and Tea for London (nuder arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA" due in London on the 16th April, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

E. A. HEWETT Superintendent. Hongkong, 22nd February, 1909.

DAMPFSCHIFFS-RHEDEREI" UNION' ACTIEN-GESELLSCHAFT.

FOR NEW YORK. (With Liberty to Call at Malabar Coast).

TIHE Steamship "ALBENGA," Captain Lorenzen, will be despatched as above on the 18th March

For Freight apply to CARLOWITZ & Co., Agents. Hongkong, 25th February, 1909.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Indo-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars,

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1898.



MITSU BISHI DOCKYARD AND ENGINE WORKS,

NAGASAKI. CODE WORD: "DOCK," A.1, A.B.C., and Engineering Code Uses

NEW DOCK NOW OPEN. DOCK No. 3. Extreme Length Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide 341 ,,

DOCK No. 1. Extreme Length ... Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide DOCK No. 2. Extreme Length ... Length on Blocks

Width of Entrance on Top

Width of Entrance on Bottom ...

Water on Blocks at Spring Tide 22
PATENT SLIP. Suitable for vessels up to 1,000. THE WORKS are well equipped with LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL

WORK. A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary goar, always ready Short Notice.

Cutler, Palmer & Co.'s



Gutler, almer & Go., Lordon, AGBNTS

HONGKONG/

ORIENTAL

STEAM NAVIGATION COMPANY.

.70	OR	STEAMERS .	TO SAIL	REMARKS
SHANGHAI, Moji, Kobe	CHINWANTAO, PALMA and YOKOHAMA Capt. G.	W. Cockman, B.N.R.	About 3rd March }	Freight only
SHANGHAI		D. Bennett	About 5th March }	Freight and Passage.
LONDON VIA	USUAL PORTS DELTA Capt. B.	W. H. Snow	Noon, 6th March	Ses Special Advertisement.
VIA SINGA		G. Philipps	About 10th }	Freight and Passage.
SAID and MA				

E. A. HEWETT, Superintendent.

Hongkong, 26th February, 1909.

CHINA NAVIGATION SAILINGS SUBJECT TO ALTERATION.

	FOB	STEAMERS	TO BAIL.
BAMA	RANG and SOURABAYA	* "SHANTUNG"	On 2nd March, Noon.
MAN	ILA	* "TAMING"	On 2nd March, 3 P.M.
CHEF	OO and NEWCHWANG	• "NANCHANG"	On 3rd March, 4 P.M.
SHAN	GHAI	+"LINAN"	On 4th March, 4 P.M.
SHAN	GHAT	+ "ANHUI"	
MANI	LA	* "TEAN"	On 10th March, 3 P.M.
	ILA, ZAMBOANGA,		
	URSDAY ISLAND, COOK-		
TOT	WN. CAIRNS, TOWNS		
VIL	LE BRISBANE, SYDNEY,	* 1 "CHANGSHA"	On 8th April. 4 P.M.
with	Transhipment for TASMANIA,		
	W ZEALAND, ADELAIDE,		
	EMANTLE and PERTH		
. –	DIRECT SAILINGS T	O WEST RIVER, Twice	Weekly.
	S.S. "LINTA	N" and S.S. "SANUL."	
	AUSTRALIAN STEAMERS by	ve superior accommodation	with Electric Light

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Salcon. SHANGHAI LINE.—SCHEDULE STEAMERS leaving every Thursday and Sunday. SCHEDULE SHANGHAI STEAMERS have excellect accommodation. Electric Light throughout and Electric Fans in State-rooms and Dining Saloon. Fare \$40 Single and \$70 Return. Take cargo on through Bills of Lading to all Yangtsze and Northern China Ports. TELEPHONE 36.

For Freight or Passage apply to-Hongkong, 2nd March, 1909.

BUTTERFIELD & SWIRE, AGENTS.

STEAMSHIP CO. DOUGLAS LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS-FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST. HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.	
"HAITAN," Capt. J. S. Roach "HAIMUN," Capt. Evans	SWATOW, AMOY & FOOCHOW. SWATOW	TUESDAY, 2nd March, at Noon. WEDNESDAY, 3rd March, at Noon.	
"HAIYANG" Capt. A. E. Hodgins	SWATOW, AMOY & FOOCHOW.		1

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to-

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 2nd March, 1909.



Hongkong, 2nd March, 1909.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

	FOR		THE	co.'s s.s		LEAVING	, .
* ANPIN	G VIA	SWATOW,	"SHOSHU M	ARU"	WED'D	AY, 3rd M	arch,
	& AM	OY }	C	apt. IJICH	1 } at BA	. M .	
* TAMSU	I VIA	SWATOW,	"DAIJIN	MARU"	BUNDA	Y, 7th Ma	rch,
	& AM		Capt.	Y. KABURA	KI at 10.	A.M.	
		0. 10.00.00	• • • • • • • • • • • • • • • • • • • •	77.41	6 . The	T . C	AT

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

+ Taking Cargo en through Bills of Lading to all Yangtsze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings. T. ARIMA, Manager Hongkong, 2nd March, 1909.

INDO-CHINA S. NAV. CO., LD.

	PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)
	FOR STEAMERS TO SAIL.
	• TIENTSIN VIA SWATOW "CHEONGSHING Tuesday, 2nd March Noon.
	*+SH'HAI, YOKOHAMA, KOBE & MOJI "KUTSANG" Tuesday, 2nd March, Noon.
	* SHANGHAI VIA SWATOW "KWONGSANG" Wedday, 3rd March, Noon
	† SHANGHAI "TINGSANG" Friday, 5th March, Noon.
	* FOOCHOW "FOOSHING" Friday, 5th March, Noon.
	* SINGAPORE, PENANG & CALCUTTA" NAMSANG" Saturday, 6th March, Noon
	+ SHANGHAI "WINGSANG" Saturday, 6th March, 4 P.M
1.	* MANILA "YUENSANG" Friday, 12th March, 4 P.M.

JAPAN. TO TOURS

OCCUPYING 24 DAYS. The Steamers "Kutsang," "Namsang," and "Fooksang," leave about every 3 weeks for She and and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to 1 4y 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. * Steamers have superior accommodation for First Class Passengers and are fitted throughout

with Electric Light. Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

GENERAL MANAGERS.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Culsine SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond.	Manila	On 6th Mar., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 13th Mar., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co., GENERAL MANAGERS. **[14-174**]

Hongkong, 1st March, 1909.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VEADIVOSTOCK.

SWEDISH EAST ASIATICCo., LD

GOTHENBURG.

SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION

DATE OF SAILING.

For Further Particulars apply to Hongkong, 19th February, 1909.

MELCHERS & CO., AGENTS.

NIPPON KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS-EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE. COLOMBO, SUEZ AND PORT SAID.

THE Co.'s NEWLY BUILT 9000 Tons Passenger Steamers WILL BE DESPATCHED PROM HONGKONG AS FOLLOWS:

ATSUTA MARU - - (Capt. W. THOMPSEN) - About Wed. 7th April. MIYASAKI MARU- (Capt. W. BAINBRIDGE) Abovt Wed. 5th May. KITANO MARU - - (Capt. ____) - - About Wed 2nd June. HIRANO MARU - (Capt. H. Fraser) - About Wed. 30th June.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 24th February, 1909. NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONB.	SAILING DATES.
ARSEILLES, LONDON and			WED'DAY, 3rd March,
ANTWERP, via SINGA-	Capt. A. Keith,	6309	at Daylight
PORE. PENANG.	TAMBA MARU		WED'DAY, 17th March,
COLOMBO, and PORT SAID	Capt. C. H. Butler,		at Daylight
ICTORIA, B.C. and	(§ KAGA MARU		TUESDAY, 2nd
SEATTLE, via SHANGHAL,	Capt. M. Hagino,		March, at Noon.
MOJI KOBE, YOKKAICHI,) § TOSA MARU		TUESDAY, 16th
and YOKOHAMA	Capt. T. Harrison,	5827	March, at Noon.
YDNEY and MELBOURNE.	(NIKKO MARU	· _i_)	FRIDAY, 19th March, at Noon.
via MANILA, THURSDAY	Capt. M. Yagi,	5539	at Noon,
ISLAND, TOWNSVILLE	KUMANO MARU		FRIDAY, 16th April, at Noon.
and BRISBANE	Capt. N. Mathieson,		
HANGHAI, MOJI and	II CEYLON MARU		TUESDAY, 2nd
KOBE	Capt. Fred. Pyne,		March
SOMBAY via SINGAPORE	SI MOYORI MARU		THURSDAY, 4th
and COLOMBO	Capt. J. C. Richards,		March.
COBE and YOKOHAMA	KAMAKURA MARU		SATURDAY, 6th March,
CODE and TOROTHINA	Capt. Wm. Wade,		at Daylight
AGASAKI, KOBE and	KUMANO MARU		WED'DAY, 17th
YOKOHAMA	Capt. N. Mathieson,	5076	March, at Noon.

h, at Noon. * Omitting Yokkaichi. Fitted with Marconi's System of Wireless Telegraphy. Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Altantic Steamers, Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 24th February, 1909.

Hongkong, 25th

KUSUMOTO, MANAGER.

HAMBURG-AMERIKA HAMBURG.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

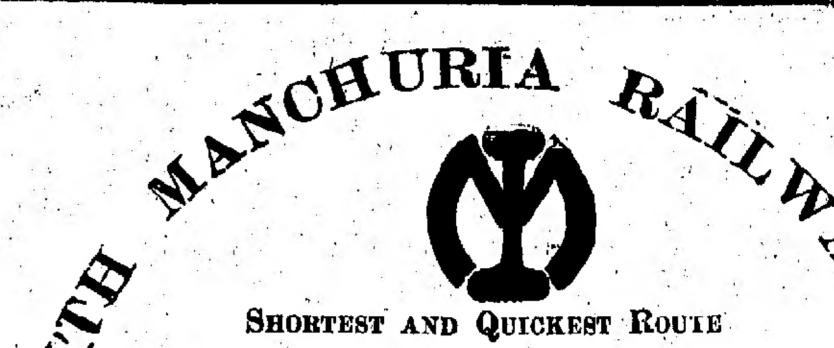
to HAVRE, BREMEN and HAMBURG and to NEW YORK. Ports, also Trieste, Lisbon, Oporto, Murseilles, Genon, and other Mediteraneau,

Levantine, Black Sea and Baltic Ports, and all North and South American Ports Also via Aden or Port Snid, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

N 4 1 30 1 1 1 1		HUMEWALD.
OUTWARD.		FOR BREMEN & HAMBURG: S.S. ANDALUSIA 2nd March
FOR SHANGHAL, YOKOHAMA	Kobe:	FOR MARSEILLES & HAMBURG:
S.S. AMBRIA	. 10th March	B.S. CONSTANTIA 3rd March
S.S BRISGAVIA	20th March	FOR ROTTERDAM & HAMBURG:
S.S. BELGRAVIA	31st March	S.S. WESTPHALIA 9th March
S.S. SILESIA	12th April	FOR HAVRE & HAMBURG:
S.S. SUEVIA	18th April	S.S SAXONIA 13th March
S.S. SCANDIA	27th April	FOR ROTTERDAM & HAMBURG:
SS SENEGAME	., 10th May	SS. DORTMUND 22nd March
S.S. SEGOVIA		FOR HAVRE & HAMBURG:
		S.S. JLLYRIA 5th Apri
Further Partice	ly to—	
	TYARE	THE THE PARTY OF THE PARTY AND THE PARTY OF

HAMBURG-AMERIKA LINIE. Hongkong Office. 1909.



BETWEEN

MAIN RAILWAY LINE-Semi-Weekly Express Service from Dairen to Changchun (Kwanchengtzu), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryejun (Port Arthur), 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchang). 3 hour from Tashihchiao Junction.
FUSHUN LINE—For the famous Fushun Collieries from Suchiatun Junction. ANTUNG-HSIEN LINE-A light railway from Mukden to Antung-Hsien connecting

CHINA AND EUROPE VIA DAIREN (DALNY).

with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer—"Kobe Maru" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luie).

RAILWAY HOTELS-"YAMATO" HOTEL (Tel. Add.: "YAMATO"). At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENGTZU), all managed by the Company and provided with every convenience, luxury, and comfort. TICKETS AGENTS in the FAR EAST and EUROPE: Messrs. THOS. COOK & SON

and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO. FUSHUN COAL FUSHUN COLLIERIES-Fushun Steam Coal is supplied at Dairen, Yingkon, &c.

Fresh stock always on hand. SOUTH_MANCHURIA RAILWAY COMPANY, DAIREN. Tel. Add: "MANTETSU." Codes: A.B.C., 5th Ed., AI, and Lieber's.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS. BANKERS, &c.

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

Head Office for the Far East !-16, DES VŒUX ROAD, HONGKONG.

Japan Office: 14, WATER STREET. YOKOHAMA.

"HONGKONG DAILY PRESS" PUBLICATIONS.

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being an Historical Sketch to which
is added an Account of the Celebrations in 1891 THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account ... 0.50 TEMPORARY MINING REGULA-TIONS IN CHINA REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA... 0.50

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IN CHINA 0.25 SHIPPING IN PORT.

TRADE MARK REGULATIONS

ANDALUSIA, German str., 5,432, F. Block, 28th Feb.—Shanghai 24th Feb., General— Hamburg Amerika Linie. ANGHUI, German str., 1,001, C. Kumpel, 24th

Feb.-Bangkok 12th February, Rice and General -Butterfield & Swire. BARON DALMENY, British str., 2,503, Hey, 28th Feb .- Cardiff 9th Jan., Patent Fuel-British Government.

CARL DIEDERICHSEN, German str., 774. J Kayser, 27th Feb.-Haiphong and Hoihow 26th February, General-Jebsen & Co. CHEONGSHING, British str., 1,256, Liddel, 22nd Feb.—Tsingtau 16th & Swatow 21st Feb., General-Jardine, Matheson & Co.

CHIYO MARU, Japanese str., 13,426, W. W. Greene, 28th Feb.—San Francisce 30th Jan., General-Toyo Kisen Kaisha. DERWENT, British str., 1,562, J. Jenkins, 17th February-Saigon 13th February, Rice-Chinese.

EMPRESS OF INDIA, British str., 3,032, E. Beetham, 20th Febr.—Vancouver 28th Jan. General-C. P. R. Co. ERROLL, British str., 2,889, L. James, 28th February-Bangkok 21st Feb., Ballast-Dodwell & Co.

FOOCHOW, British str., 1,223, Vincent. 28th Feb.—Chinking 23rd February, General-Butterfield & Swire. FOOSHING, British str., 1,423, Lishman, 26th

February-Moji 20th February, Coal-Jardine, Matheson & Co. HAYLAN, Freach str., 377, O. A. Hoeg, 28th Feb.-Pakhoi via Hoihow 26th February, General and Pigs-A. R. Marty. HAITAN, British str., 1,183, J. S. Roach, 28th Feb .- watow 27th February, General-

Douglas, Lapraik & Co. HALVARD, Norwegian str., 1,066, R. Ronneberg, 26th February-Haiphong 24th February, General-Aagaard, Thoresen & Co.

HANOI, French str, 739, T. Pannier, 24th February-Haiphong, Pakhoi, Hoihow and Kwong-chow-wan 23rd February, General -A. R. Marty & Co. HELENE, German str., 771, Jessen, 26th Feb. watow 25th Feb., General-Jehsen &

Hongkong, French str., 742, Cornelinsen, 24th Feb.-Haiphong and Hoiliow 22nd Feb., General—A. R. Marty.

ICHANG, British str., 1,225, Tueben, 23rd Feb. - hinking 17th Feb., General-Butterfield & Swire .-

JACOB DIEDERICHSEN, German str., 623, A. Hansen. 26th Feb. Pakhoi and Hollow 25th Feb., Pigs and General-Jebsen & Co. JSOHI MARU, Japańoso str., 1,859, K. Hayashi, 5th Feb.-Moji 30th Jan, Coal-Ataka

KAGA MARU, Japanese str., 3,906, M. Hagino, 22nd Feb Shaughai 19th Feb., General-Nippon Yusen Kaisha.

FROM HONGKONG TO CANTON. BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD; with Maps and Illus. \$1.90 HONGKONG WEEKLY PRESS. half yearly vol. bound 7,50 FIFTY YEARS ANGLO-CHINESE CALENDAR, 1861 to 1918 2.00 1.00 RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1907 2.00 BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893 to 1905 1.00 CALLED OUT: or the Chang Wan . . Daughter, an Anglo-Chinere Remance, by Chas, J. H. Halcombe ... 2.00 4.00 SKETCH OF THE WEST RIVER 0.25 PLAN OF VICTORIA KOWLOON ... PEAK NEW TERRITORY ... 0.75 CANTON 0.50 P)WER OF ATTORNEY FORY ... 5.20 MAIL TABLES for 1909 ... 0.80 & 0.20 KJELD, Norwegian str., 910, Heller, 21st Feb.

-Dalny 15th February, General-Auguard, Thoresen & Co. Kutsano, British str., 3,100, R. C. D. Bradley, 24th Feb.—Calcutta 9th Feb., General-

Jardine, Matheson & Co. KWANGTAH, Chinese str., 1,536, W. H. Lunt, 19th Feb. - Shanghai 17th Feb., General -Kwongsang, British str., 1:428, W. P. Baker, 27th Feb. - Shanghai & Swatow 23rd Feb.

Genera'-Jardine, Matheson & o. MACHEW, German str., 996, Zollner, 25th Feb. -Bangkok 15th February, Rice and Teakwood-Norddeutsder Lloyd MANCHURIA, American str., 8,750, D. E. Friele. 19th Feb.—San Francisco 23rd January, Mails & General-Pacific Mail Steamship

MEEFOO, Chinese str., 1,339, F. McArthur, 27th Feb.—Shanghai 23rd Feb., General— C. M. S. N. Co.

MONTEAGLE, British str., 3,953, W. Davison, 17th Feb. - Vancouver B.C. 17th, January, General-Canadian Pacific Railway Co. Ningpo, British str., 1,228, E. Richards, 23rd Feb.-Hongay 19th February, Coal-Butterfield & Swire.

NORD, Norwegian str., 733, G. Haroldson, 26th Feb.—Saigon 21st Feb., Fish and Rice-Angaard Thoreson & Co. PING FUEY, British str., 4,150, J. Borber, 28th Feb.-Liverpool via ports 23rd January, General—Butterfield & Swire.

SHANTUNG. German str., 1,000, Gosewisch. 27th February—Bangkok 19th February, Rice and Wood-Butterfield & Swire. SHINNO MARU, Jap. str., 1,420, Y. Furnkawa, 24th Feb.-Moji 17th Feb., Coal-Nika. SINGAN, British str., 1,047, F. Jamieson, 25th

. February - Haiphong and Hoihow 23rd February, General-Butterfield & Swire. TAMING. British str., 1,350, A. Sommerville, 26th Feb.-Manila 23rd Feb., Tobacco. Hemp and Sugar-Butterfield & Swire. TIENTSIN, British str., 1,227, G. W. Fedy, 15th Feb. -- ourabaya 21st Jan. and Samarang

2nd Feb., Sugar-Butterfield & Swire. TINGSANG. British str., 1,045, R. Y. Andrew, 23rd Feb.-Chinkiang 19th Feb., General

-Jardine, Matheson & Co. TITAN, British strl. 5.720, B. Day, 24th Feb.-Tacoma via ports 27th Jan., Flour and General-Butlerfield & Swire.

Teinrau, German ste., 1,002, Brickenz, 28th Feb.-Bangkok 18th and Swatow 27th Feb., General -- Butterfield & Swire.

WAKAMATSU MARU, Jap. str., 1,722, Aikawa, 23rd Feb. -- Wakamutsu 17th Feb., Coal-Mitan Bishi Goshi Kaisha. WINGSANG, British str., 1,517. Jas. Smith.

28th Feb. - Chinwantao 20th and Chefoo 22nd Feb., Coal - Jardine, Matheson & Co. WINNEBAGO, British str., 2,965, Sowden, 25th Feb. San Francisco 5th Jan. and Moii 20th Feb., Bulk Oil-Standard Oil & Co. YERIMO MARU, Japanese str., 2,531, Kabayashi, 28th Feb.-Kutchinotzu 23rd Feb., Coal-

Osaka Shoshu Ka sha.

POST OFFICE NOTICE is forwarded

DATE

Correspondence for EUROPE, VIA HONGKONG by all vestels sailing for SHANGHAL.

Approximate times of closing mails at Shanghai via Dalny and Siberia. 5th March at 7.45 a.m. 12th March ... at 11.45 a.m. 18th March ... at 8.15 p.m. 26th March

The Public are informed that the Cash on Delivery service from the United Kingdom to Hongkong commenced on the 1st of February 1909.

The Mac donia, with the English mail of the 5th February, left Singapore on Saturday, the 27th ultimo, at 11 a.m., and may be expected here on or about Thursday, the 4th inst., at 9 am. This packet brings replies to letters despatched from Hongkong on the 5th January, and the parcel mails closed in London for despatch by the all sea route on the 27th January, and for despatch overland on the 3rd February.

LI CONTRACTOR OF THE PROPERTY	T. Tri tri	DAIG.
Macso and Quang Chow Wan	Swicheong	Tuesday, 2nd, 9.00 A.M.
		Tuesday, 2nd
		Printed Matter, and Sam
		ples 9.00 A.M.
SHAMGHAT, NAGABARI, KOBE, YOKOHAMA,	11	Registration 9.00 A.M.
HONOLUNU and SAN FRANCISCO		(Registration, with late
(Supplementary mail on board up to the	Manchuria	fee of 10 cents, up to
	120000000000000000000000000000000000000	9.46 A. M.)
time fixed for departure of the mail.		
Extra Pestage 10 cents)		Registration, Kowlood
		B.O 9.00 A M
_		No late fee
		Tathars 10.00 A.M.
ince	Per in dalamin	Tuesday, 2nd, 10.00 a.m.
Samarang and Sourabaya	Shantung	I delusy, 2nd, 10.00 mm.
- SHANGHAI NAGAHARI, KOBE, LOKUMARA, [Monteagle	Tuesday, 2nd, 10,00 A.M.
VICTORIA and VANCOUVER (B.C.)		
Charachai, Yokohama, Kobe and Moji	Kulsang	Tuesday, 2nd, 10.00 a.w.
Shanghai, Moji, Kobe, Yokohama, Victoria	Kaga Maru	Tuesday, 2nd, 10,00 A.M.
and Seattle		
Bw stow, Amov and Foochow	Haitan	Tuesday, 2nd, 10.00 A.M.
Swatow and Tientein	Cheongahing	Tuesday, 2nd, 10,00 A.M.
EN HARON GIRL ZIOMANIA	(Tuesday, 2nd;
		Printed Matter and Sam-
		ples, 10,00 A.W
EUROPE, &c., India via Tuticorin	0.00	Registration 10.00 A.M.
(Late Letters 11.00 a.m. to Noon Extra	4 15	TANK THE PARTY OF THE TANK
		(Registration, with late
Postage 10 cents)	Balasie	fee of 10 cents up to
(Litters posted in all the Pillar Boxes	10.00	10,45 A.M.)
in time for the first clearance will be	2.0	Registration, Kowleen
included in this contract mail.)		B.O 10.00 A.M.
		No late fee.
		Lestors 11.00 A.M.
		manage Ced 3 18 mg
2.8010	Bui Tai	Tuesday, 2nd, 1.18 P.M.
Manila	Tarting	Tuesday, 2nd, 2.00 P.M.
Signite and Colombo		Tuesday, 2nd, 3.00 P.M.
Swatow, Singapore and Bangkok	Machew	Tuesday. 2nd. 5.00 P.M
Haiphong	Carl Diederichsen	Tuesday, 2nd, 5.00 P.M.
Carlo Andread American		Tuesday, 2nd, 5.00 P.M.
Swalow, Amoy and Apping		
Singapore, Penang, and Colombo	Awa Maru	
Haiphorg	Hanoi	TIP A DAY OLD THE CONTRACTOR
HELDY	Harmun	Wednesday, 3rd, 11.00 a.m.
M can	Sui Tai	Wednesday, 3rd, 1.15 P.M.
Swatow and Shanghai	Awongsang	Wednesday, 3rd. 3.00 P.M.
Chefee and Newchwang	Nanchang	A oursemble old orner
Shore hai	Tingsang	Thursday, 4tb, 11.00 A.M.,
Shang hai,	Steen Tai	
- :- All EGEV menenter propries and analysis but qui annum matter the the best to		443 O4V
Shanghai	Linan	THE DUM'S AND COASTEL
Port Darwin, Thursday Island, Cooktown,		
Cairna, Townsville, Brisbane, Sydney, (Aldenham	Thursday, 4th, 4.00 P.Y.
Molurt, Launceston, New Zealand, Mel-	ARVING THE MET OF THE PARTY OF	
bourne, Adelaide, Perth, and Fremantle		
	Colombo	Friday, 5th, 9.00 A.M.
Seigou I Washam		Friday. 5th, 1LU) A.M.
Swatow, Amoy and Foochow	Haiyang	
Manile	Bus Tas	
	A MILES TO THE TOTAL TOT	Saturday, 6th, 10.00 LM.
Manile	Namsang	Baturday, 6th, 10.00 A.M.

FINEST

OREGON

APPLES

H. RUTTONJEE & SON.

WINE AND PROVISION MERCHANTS.

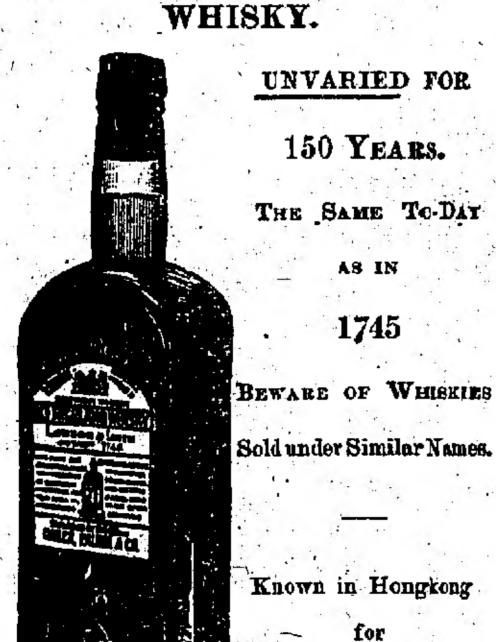
COMMERCIAL.

-----EXCHANGE.

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	. 5.		
			March lat
	OK	LONDON:	1 103
1	•	Telegraphic Transfer	1/833
		Bank Bills, on demand	1/0-18
		Bank Bills, at 30 days' sight.	
		Bank Bills, at 4 months' sight	1/0.1
		Documentary Bills 4 months's	icht1/9.3.
	Ο.,	PARIS:	Raint 1.16
	OW		2181
		Credits, at 4 months' sight	2221
	Δv	Communicative	
	· ·	On demand	1771
	Ω×	NEW YORK:—	
		Bank Bills, on demand	421
4		. Credits, at 60 days' sight	438
	ON	BOMBAY :-	4.0
		Telegraphic Transfer	1301
	11.	Bank, on demand	130
	On	CALOUTTA:	
		Telegraphic Transfer	1303
	1.0	Bank, on demand	1303
	ON	SHANGHAI:-	141
		Bank, at sight Private, 30 days' sight	747
		Private, 30 days' sight	753
	ОN	YOKOHAMA:—On demand	845
	On	Manila :-On demand-Pes	os85
	ON	SINGAPORE :—On demand	744
	On	BATAVIA :- On demand	1041
	ON	HAIPHONG:—On demand	14‡*/, p
,	ON	SAIGON : On demand	14 / P
	On	BANGKOK:—On demand	85
	So	VEREIGNS, Bank's Buying Rat LD LEAF, 100 fine, per tael	8 611.55
	Go	LD LEAF, IOU tine, per tael	039.00
	BAT	SILVER, per oz	ZO18

and the company of th	
Chinese20 cents pieces \$7.96 discor	ınt
Chinese 10 , \$8.30 , ,	
Hongkong 20 , \$7.00 ,	,
Hongkong 10\$7.40 ,,	•

JOHNSTONE'S " SQUARE BOTTLE"



SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & Co., and from ALL WINE MERCHANTS. 52

Half a Century.

Onotations are

Persian fine quality

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XTRA COPIES of Daily Press are on Malwa V. Old sale daily at the following stores :-KOWLOON BOOK STALL, Ferry Wharf Persian extra fine... Patna New Messrs. H. RUTTONJEE & SONS, Kowloon Store, No. 36, Elgin-Boad. Benares New. Messrs, HUNG CHEONG, Elgin Road. Mr. AH YAU, Hongkong Ferry Wharf Stall Benares Old ...



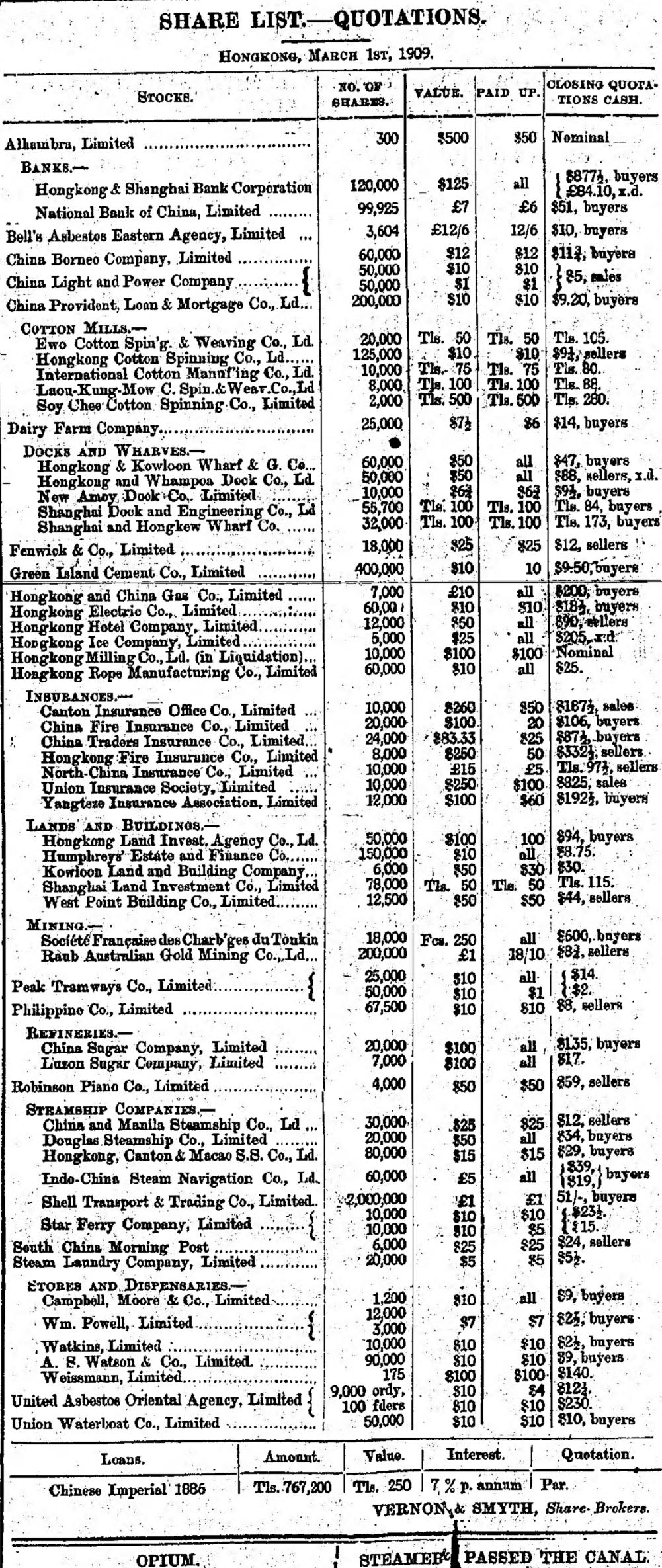
The Marian Parish on the Parish of the Paris

MEXPURE

And those who always smoked—now smoke the more." THREE STRENGTHS:--MILD, MEDIUM & FULL

" Let those smoke now who never smoked before,

EVERYWHERE SOLD





A PATHITH TO A A

VESSELS EXPECTED.

THE AUSTRALIAN MAIL. The I.G.M. str. Prins Waldemar left Sydney Mr. A. Heilmann on Tuesday the 9th ultimo at 3 p.m., and may Hon. Mr. E. A. Hewett be expected here to-morrow.

Mr. W. H. Hoop Mr. C. T. d. Hority THE ENGLISH MAIL. The P. & O. str. Macedonia left Singspore Mr. & Mrs. Infanti on the 27th ultime at 11 a.m. with the outward Capt. R. Innes. English Mails, and is due here on the 4th inst. Mrs. R. Jacalzon at about 9 a.m.

THE AMERICAN MAIL. The P.M. str. Asia sailed from Yokohama on the 26th nlt., and is due to arrive in Hongkong about the 8th inst.

THE CANADIAN MAIL. The C.P.R. str. Empress of Japan left Vancouver p.m. on Wednesday the 24th ult. for Mr. W. Crabtree Hongkong via the usual ports of call.

MERCHANT STEAMERS. The N.Y.K. str. Awa Maru (European Line) left Shanghai on the 26th ult., and is expected Sir James and Lady here to-day. The N.Y.K. str. Moyori Maru (Bombay Miss Engline

Line) left Moji on the 25th ult., and is expected | Miss Farsyth here to-day. The H.-A. Linie str. Constantia left Shanghai on the 27th ult., and may be expected here Mr. J. H. Gibson to-day a.m. The C. & M. str. Rubi left Manila on the 27th ult afternoon, and is due here to-day Mr. L. Haner

at daylight. The Swedish str. Yeddo left Shanghai on the Mr. Goo. Herrisch 27th ultime morning, and may be expected here Miss E. J. Hoagland & this afternoon.

The str. Gymeric sailed from Yokohama on Mr. & Mrs. Incenchl the 22nd ult. for Hongkong via Kobe, Moji Misses lpgenohl and Manila. The E. & A. str. Empire from Sydney, &c., Dr. Biding left Port Darwin on the 25th ultimo for Timor, Mr. Thos. W. Kydd

Manila and this port. The Bank Line str. Kumeric left Seattle on Mr. E. Arndt the 21st ult. for Hongkong via Japan ports. L. J. S. A. wine, jr., The N.Y.K. str. Kamakura Maru (European U.S.N. Line) left Singapore on the 26th ult., and is Mrs. J.S. Arwine and expected here on the 4th inst.

The N.Y.K. str. Totomi Maru (Bombay Line) Mr. & Mrs. Jas. D. left Bombay for this port via Singapore on the Auld a children 22nd ultimo, and is expected here on the 16th

PASSENGERS.

ARRIVED. Per Palma, from London, for Manila Mr C A. Fulchie.

Per Namsang, from Kobe, for Calcutta, Mr Vr. & Mrs W.I. Carter and Mrs (coper and child. Per Kumsang, from Calcutta, &c., Messrs Gibbons, Brown and McCallum.

Per Salazie, for Hongkong, from Yokohama.

General and Mrs Piel; from Shanghai. Mr and Miss O. Dixon

Mr. S. P. Sydenham Dixon

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Mrs. Mrs. S. P. Mathrook

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Per Neru, for Hongkong, from Colombo, Mr.

and Mrs Wallan and Miss Dayven; from Mr. F. T. (happle Mr. P. Curie Oberhummor, Misses Spicer and C. Spicer, Mr. Rob Dittmar Messrs A. Halmann, Rengkee, A. Person; Mrs. G. Hoppe Or. F Keyl

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. March lit

Barometer 9 A.M. 30.05 | Therm. (Wetbulb) 9 A.M.58 Barometer 1 P.M. 80.00 Therm. (Wetbulb) 1 P.M.5 Barometer 4 P.m. 29.97 Therm. (Wetbulb) 4 P.m.59 Thermon, 9 A.M. 61 Therm. Maximum63 Thermom, 1 r.m. 62 Therm. Minimum over Thermom. 4 P.M. 63

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Hongkong, 21st January, 1909.

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From March 2nd to 8th, 1909. HIGH WATER. LOW WATER

Hongkeng Mean Time. Hongkong Height h. m. ft. i². m 8 36 4 3 6 25 a 6 4 Wed. 6 2 919 4 4

HONGKONG METEOBOLOGICAL REGISTER,

Hongkong Observatory, March 1st

et	Previous Day	On Date at	On Dat
Barometer	80.02	80.12	80.01
Temperature Humidity Wind Direction	93	60 81 Ws.V	62 75 W
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Highest open sir Temperature on 28th Feb ... 63 Lowest open air Temperature of 28th Pob. 58

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